

# FIRE SERVICE EQUIPMENT.



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# The Hongkong Telegraph.

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SATURDAY, APRIL 13, 1929.

日四初月三

IN THE P.M. 5.00

Dollar on Demand:—1/11 9/16d.

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## COMMUNIST SCARE IN CANTON.

### UNIVERSITIES RAIDED BY POLICE.

### MARTIAL LAW ENFORCED FOR TWO DAYS.

### "COUP" NOT EFFECTED.

Canton is to-day recovering from its worst scare for months, martial law being removed last night after enforcement for two days and nights in apprehension of a Communist coup.

The excitement began on Wednesday evening, the authorities becoming greatly agitated by information to the effect that a Red uprising had been planned. All available troops were called out, and the streets were regularly patrolled.

Large numbers of plain clothes detectives were immediately rushed to the Chung Shan University in the heart of the city from where it appears the rumours commenced.

### Students Desert.

Students were hurriedly deserting the University, and it was learned that they hoped to get out of the city before the trouble started.

Apparently, a number of the Chung Shan students were involved in the plot, which leaked out among the remainder. The story spread like wildfire through the city and the excitement was remarkable.

### University Raided.

At midnight, the authorities took the University by surprise by despatching a large force of police and soldiers to the building, which was surrounded. A thorough search of the hostels and of the private property of the students was undertaken, the police even going to the length of searching the lecture rooms for evidence against any of the students.

The investigation, which was splendidly organized, revealed nothing. Most exhaustive, the raid and search was not completed until long after one o'clock in the morning, when the police left without effecting any arrests.

### Student Reds?

It is stated that a number of the students had fled before the arrival of the police and it is thought possible that these include the youths involved in the alleged Communist plot.

The medical college in Tung-shan, was also visited and enquiries made by the Police, who made no attempt to carry out a search. It is also alleged that a number of students in this College had also fled suddenly probably due to the fact that they were apprehensive of a "Red" coup.

### Police Precautions.

Meanwhile, authorities at Police Headquarters gave special orders regarding the patrols to be maintained by the sub-stations to guard against a surprise attack by Communists.

General Chan Chai-long, the new military ruler of Kwangtung, was in conclave with the Chief of Police, Au Yeung-kui, and Admiral Chan Ahk. Soldiers were instructed to picket all strategic points in the suburbs. The biggest contingent of troops was stationed on the South Bund, where the headquarters of General Chan Chai-long and of the Second Division are situated. Troops were also seen patrolling the East Bund and Wai Sun Road.

### Quiet Reigns.

The night, however, passed off uneventfully, though martial law was not declared off until last night.

A Nanking cruiser, the Hai Yang, arrived at Canton early yesterday morning. Presumably, the cruiser carried a number of Nanking naval authorities to carry out the re-organization of the Canton Navy, but it is regarded more likely that Nanking sent the vessel down to assist the troops of Chan Chai-long in the event of an invasion from Kwangsi.

## CHINA'S GIGANTIC AIR SCHEME.

### TO BE FINANCED BY AN AMERICAN CO.

### CORPORATION FORMED

Nanking, Apr. 13.

The State Council has appointed the Minister of Railways, Mr. Sun Fo, as President of the China National Aviation Corporation. This Corporation will be capitalized by the Government at \$10,000,000 (Mex.) and will develop commercial aviation and air mails throughout China.

The organization of the Corporation is considered the first move in Mr. Sun Fo's gigantic aviation programme.

A Shanghai message says it is understood that the Curtis-Robertson Airplane Company, of St. Louis, is financing the Corporation to the extent of \$2,000,000 (gold) and is importing forty planes and pilots to inaugurate air services all over China.

A mandate announces that owing to the importance of the Navy in relation to national defence, the National Government has decided to appoint a Navy Minister, with Admiral Yang Shou-chuan as Minister and Vice-Admiral Chen Shao-kuan as Vice-Minister.—Reuter.

## H. K. WEATHER RECORDS.

### THREE BROKEN DURING THE PAST MONTH.

### SUNSHINE AND HEAT.

Returns issued by the Royal Observatory show that no fewer than three records were broken during March, these being in respect of high temperature, number of hours of sunshine, and average humidity.

The temperature record was set on the 27th, when the thermometer registered 83.1, which is the highest on record for March. The average mean was 64.9, and the lowest 51.9.

There were during the month no fewer than 186 hours of sunshine, an average of six hours per day, and this also constitutes a high record for March. There were only four days on which no sunshine was registered.

The average humidity for the month was 73, which is the lowest ever recorded for March.

The rainfall for the month only totalled 0.505-inch.

## CREDITOR NATIONS IN AGREEMENT.

### THE LEAST GERMANY CAN BE ASKED TO PAY.

Paris, Apr. 12.

After discussions extended over at least a week, the creditor members of the Reparations Experts Committee have reached a complete agreement, the final proposals being drawn up this evening.

It is proposed that the decisions reached will be laid on the table at a Plenary meeting of the Conference to-morrow, and it is believed that all the creditors have reduced their claims so that the resulting scale of annuities represents what the creditors consider is the least that Germany can fairly be asked to pay.—Reuter.

## FROM BATAVIA TO PARIS.

### GOVERNOR TALKS OVER RADIO PHONE.

Paris, Apr. 12.

M. Pasquier, the Governor-General of Indo-China, who is staying in Batavia, to-day had an hour's short-wave wireless conversation with French officials in Paris.

The audibility was perfect, through the French station at Sainte Assise.—Havas.

## MAJOR SEGRAVE KNIGHTED

### TRIUMPHAL WELCOME ARRANGED.

### TO BE FETED IN ENGLAND AS POPULAR HERO.

### CHERBOURG GREETING

London, Apr. 12.

His Majesty the King has been pleased to confer a knighthood on Major H. O. D. Segrave, the world-famous racing motorist and record-breaker, for whom a triumphal reception is awaiting in England.

Major Segrave arrived at Cherbourg on board the liner "Olympic" this morning. The liner has been delayed by heavy fog in the Atlantic, though she was only a few hours behind schedule, and hopes to pick much of it up on the run to Southampton.

### Ready to Improve.

In the course of a brief interview, Major Segrave told Reuter's representative that he was ready to attempt to improve his own speed record of 231.3 miles an hour, and would certainly do so if Captain Malcolm Campbell established a new record in South Africa.

The famous driver added that the course at Daytona Beach was bad when he set up his record on March 11th, otherwise he was quite certain he could have achieved the 240 miles an hour, which the Golden Arrow was designed to accomplish.

The French public at Cherbourg presented Major Segrave with a bouquet, and he later posed before crowds of photographers before the Olympic sailed for England.

### Homecoming Plans.

Wonderful preparations have been made in England to give Segrave a royal homecoming, but owing to the delay in the arrival of the Olympic it is feared that some variation in the programme will be necessary.

She was due at Southampton this afternoon, but cannot reach port before halfpast eight this evening.

It may be just too late for Major Segrave to dine with his friends at the South Western Hotel as arranged, but he will join them afterwards.

The enthusiasm of his welcome will, however, be in no way modified. Colonel Wilfred Ashby, the Minister of Transport, Sir Charles Wakefield, the donor of the trophy, the Mayor of Southampton and many other notable persons will board the Olympic immediately she is moored, and there will be a civic welcome in a shed on the quay.

### To Broadcast His Story.

A great crowd is expected to be present and "The Speed King" is certain to be greeted with resounding cheers.

It is anticipated that Segrave will be able to broadcast the story of his triumph at 10.15 p.m. as announced. The delay of the Olympic has also affected other arrangements, in that it will prove a somewhat difficult task (unless it is driven) to get the Golden Arrow, the record-breaking car, to London in time for the procession which has been arranged for to-morrow.

Segrave and Captain J. S. Irving, the designer of the Golden Arrow will leave Southampton for London to-morrow afternoon, and the engine of the train will carry a huge placard in front with the words "Welcome Home Major Segrave."—Reuter and British Wireless.

### His Record Sprint.

Segrave's record-breaking feat was achieved at Daytona Beach on March 11th. He attained an average speed for the flying mile in both directions of 231.3246 miles an hour, secured by making 231.6125 m.p.h. in one direction and 231.21567 in the other.

The fact that there was only a difference of 23753 of a mile per hour, between the two runs is one (Continued on Page 5)

## THE KING TO GO TO WINDSOR?

### TENTATIVE PLANS FOR THE GENERAL ELECTION.

### GREAT IMPROVEMENT.

London, Apr. 12.

It is learned officially that His Majesty's improvement is such that he will probably leave Craigwell House in the third week in May and will go to Windsor Castle from where he will be able to motor to Buckingham Palace periodically in order to attend to business arising from the General Election.

For the first time to-day for over a month, His Majesty was unable to go out of doors, owing to a bitter north-easterly wind and a steady drizzle. He passed a good day, however, spending much of the time sitting in his bedroom.

The weather was extremely cold, and no opportunity occurred

## THE SINKING OF THE "VESTRIS."

### Board of Trade Inquiry Arranged.

### OPENING IN A WEEK.

London, Apr. 12.

The Board of Trade Inquiry into the loss of the British liner "Vestris" off the American coast five months ago, will open on April 22nd, in the Great Hall of the Institution of Civil Engineers at Westminster.

Mr. Butler Aspinall, K.C., will be the Wreck Commissioner. The Vestris sank with a loss of over 100 lives following a severe gale.—British Wireless

## DEATH OF JAPANESE COUNT.

### SECURED RECOGNITION OF THE SOVIET.

Tokyo, Apr. 13.

The death is announced of Count Shimpel Goto, who, in an unofficial capacity, played the leading part in obtaining diplomatic recognition of the Soviet.

He personally invited Adolphe Joffe to Japan in 1923, thereby laying the foundation for the Japan-Soviet Treaty of 1925. For his services in this connexion, he was created a Count at the time of the Enthronement of the Emperor.

The deceased was much interested in the Boy Scout movement, of which he was the Chief in Japan.—Reuter.

## PUBLIC BATHING BEACHES.

### TO BE OPENED AS FROM 1ST OF MAY.

The public bathing beaches are to be opened on May 1st. The fees are as follows:

Bathing Beach at Tai Wan Bay, Kowloon.—A fee of 10 cents per person will be charged.

Bathing Beach adjoining the premises of the Royal Hongkong Yacht Club.—A fee of 10 cents per person will be charged.

Bathing Beach at Kennedy Town.—A fee of 5 cents per person will be charged.

Bathing Beach at Repulse Bay.—A fee of 20 cents per person will be charged.

## RUSSIAN FATALITY WOUNDED.

### STRANGE ATTACKS IN SHANGHAI.

### MIDNIGHT ENCOUNTER NEAR FOREIGNERS.

### GANG'S SECOND VISIT.

Shanghai, Apr. 9.

A Russian watchman was fatally wounded early yesterday in an exchange of shots between a gang of armed assassins, who attempted to invade the premises of his master, Mr. Zee Pao-sen, 832 Avenue Joffre, and himself and another watchman. The gang returned later and opened fire again; in the two affrays, no less than 100 shots being exchanged. No reason has been ascribed to the affair by the authorities.

The first shooting took place about 12.30 a.m., the second four hours later. In both several hundred foreigners, resident in the vicinity, became alarmed and telephoned the French police, who although they turned out in force, could find no traces of the gang.

The two shootings occurred at the rear end of the premises, which, although having a front entrance on Avenue Joffre, also had a rear gate opening on the unextended portion of Rue Paul Henri, the same being a newly built road extending westward from Avenue du Roi Albert, about 100 yd. south of Verdun Terrace, and adjacent to the front of Kelmusoff Gardens. The large compound extends from Avenue Joffre to the new road.

### The First Fight.

The first affair began at 12.30 a.m. Two watchmen were on guard inside the compound, when they saw the rear gate open. They went to investigate, and as they stepped into the light outside their quarters the gang opened fire. The first watchman on the scene, Koro-Or, fell immediately. His companion joined him. Koro-Or emptied two magazines, and the other one. The latter hurried off to inform the police, telling his companion of what he intended to do.

Before the police arrived shooting had ceased, and immediately they made a thorough search of the immense compound, accompanied by the second bodyguard. He shouted for his comrade.

The reply was "All is over" whereupon he called again, "Come along."

When the other responded, "I can't, I am shot," they investigated and found him in the shrubbery, from where he had held his position.

Koro-Or was removed to St. Marie's Hospital at once and doctors operated, although they held out no hopes for his recovery. The gallant bodyguard died between 5.30 and 6 a.m. One bullet had entered the right kidney and after passing through the stomach, emerged from the left side. It was a Mauser. A second bullet had grazed his ribs.

### The Second Attempt.

At about 4.30 a.m. three other Russians, also employed as watchmen and bodyguards, returned home, having been on leave on Sunday. They entered through the Avenue Joffre gate, and made their way through the circuitous drives to the rear where their quarters were situated. They knew nothing of the murder of their comrade or of what had taken place before.

As the lights of their dwelling were put on, they were greeted with shots—the quarters being near the rear gate. Two of them, who were armed, began firing at the men who were outside the gate. The other ran for his pistol. This battle continued for about 20 minutes, the watchmen hiding in the shrubbery on either side of the gate. Bullets splattered on the walls or were stopped by the grave mound outside the entrance, which the gang had used for cover.

### Foreigners Alarmed.

As the battle continued, residents in the vicinity telephoned the Avenue Joffre police station, who, having no available men on hand, relayed the message to the Rue Potier station. The Emergency Squad were despatched to the scene.—(Continued on Page 5.)

## Bulls and Innors

### From the Office Butts.

Bhagal, who threw the bomb in the Indian Assembly, was indeed a Bad Hat.

Daily Press heading:—"General Chen Ming Shu: Will Be Able to Walk in a Walk." And run for office, as soon as he's fit we hope.

We hope that Dr. Harston's departure won't mean any further loss of vision on the part of the Government.

From the S. C. M. Post:—"Cheap Sale—One lot of 13 Masonic Aprons and 3 Mark Mason aprons." Enough to give one housemaid's knee for life!

Says another local gem:—"Cars run for guests included in tariff." Must be well trained!

"Senator Sharpe Speaks" reads a newspaper headline. Doubtless he made some cutting remarks.

A calling fell in Kowloon the other day, and, as was to be expected, those underneath felt ceiling whacks!

The punctuation of some bustle letters seems to suggest that blank at him, the bullet penetrating Hongkong needs a Chamber of ing the brain and entering the Commas.

If Hongkong doesn't get rain soon we'll soon all go Fascist and wear black shirts.

Kwangsi is determined to have peace even if she has to fight for it.

There were plenty of live wires at the China Light and Power sports meeting on Saturday.

Now that the new Civil War in China is drawing to a conclusion, it may be possible to arrange for the replaying of the semi-finals left over from last year.

Civil war, says Chiang Kai-shek, has caused him considerable pain. From Feng's playful tap seems to have caught him with his tongue in his cheek.

The Mexican situation was lucidly illustrated by a man in the China Mail this week, which was explained as follows:—"The shaded portions of the map show the Mexican States in which and when de la Huerta was foothold. News censorship has been established by the Federal forces as rebellion recently gained a lowering the assassination of General Obregon and the Gomez Serrano revolt two former occasions for 'out' against the Government."

We understood that the Mayor of Taipei will shortly proceed home on long leave, when he hopes to take up a post-graduate advanced course in pestology.

Police news:—"Aberdeen man at Tottenham:—"I could not have been out on the date specified, as it was my brother's day to wear our glass eye."

The Bateman cartoon has yet to be drawn depicting father trying to get into last year's B.D.V.s.

Will the driver of the Austin Seven who hooted and passed the Straight Commander Eight on the Castle Peak Road last Sunday evening please furnish his name and photograph? Both are required by a local firm desirous of advertising a well-known nerve tonic.

"The willing horse is found in our midst (even in our own office)" states a contemporary. It is to be hoped that the old adage about shutting the door will not be overlooked!

A well-known chef has urged that all courses should be described in English. Perhaps he is actuated by the fact that roses have no available men on hand, relayed the message to the Rue Potier station. The Emergency Squad were despatched to the scene.—(Continued on Page 5.)

The Chase National Bank and the American Express have amalgamated. Pretty swift!

Little words of great wives—"Yes, I know you are 'speechless' but thank goodness alcohol never made a deaf mute."

Some of these cricketers make so many appeals that you'd think they were collecting for the Miners' Fund.

This is the time of year when the chicken can be seen in the coupe.

We know of a nursing sister who is so pretty that her patient has to be blindfolded every time she takes his pulse.

They now whitewash the poultry houses at Kowloon Tong. This is to prevent the hens picking the grain out of the wood.

One thing about these street trams, they can always go straight no matter how full they are.

Extract from a recent novel:—"The revolver had been fired point blank at him, the bullet penetrating the brain and entering the woodwork."

It takes 1,500 nuts to hold an automobile together but it takes only one to spread it all over the landscape.

A certain Peakite hadn't the faintest idea how much blackwood he had until he roamed through the house the other night with the lights out.

It is stated that no casualties occurred during a recent earthquake in Mexico. It would be impossible to shoot straight under such conditions.

Feng, it is said, suffers severely from indigestion. Well, that evens things up, for every time we read of him we get a pain too.

"Enthusiast:—"No, the noise you heard on the wireless on Monday was not static; it was a gentleman delivering a lecture on world peace."

From an Indian circular:—"Your Talisman cured insanity of my wife who was suffering from it for the last 15 years. Send another." The Mormon!

"The time has come to admit women into the ranks of the clergy," says a writer. More surprise women!

Hey, move over. Getting warm, ed? Well never put off to-morrow what you can put off to-day.

A local wag asks if we have ever seen a house fly. As a matter of fact, we thought only the chimney flue.

We suppose some of our young bloods wear loud socks to keep their feet from going to sleep.

Although Helen Wills is going to be married, she hasn't raised much of a racket about it.

Blasting near the Police bowling greens is still causing a lot of trouble.

There's plenty of scandal-power at some of these Kowloon bridge parties.

"Strong head-lamps are a mis-take," says a motoring expert. A glaring error, in fact.

Self-denial, as exemplified on the Peak tram, is that of the men who have given up their habit of giving up their seats to ladies.

A Japanese masseur was recently assaulted by a client. Must have rubbed him the wrong way.

It is evidently feared that the American Express have amalgamated. Shanghai is going to the dogs in more senses than one.



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## THE NAVY'S CHOICE

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ORIGINAL

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OBTAINABLE.

EVERYWHERE.

## BANK PROFITS.

## ANNUAL REPORT OF MERCANTILE BANK OF INDIA.

The thirty-sixth annual report of the Mercantile Bank of India, Ltd., states: The Directors submit to the shareholders of the Bank the General Balance Sheet and Statement of Profit and Loss Account for the year ending 31st December, 1928.

The net profits for the year, after providing for bad and doubtful debts, and including \$104,846 3s. 3d. brought forward from last Account, amount to \$416,046 17s. 8d. From this sum has to be deducted \$84,000, being the interim dividend of 8 per cent., less income tax, on the "A," "B," and "C" shares paid in September last.

The Directors have added \$30,000 to the Reserve Fund (raising it to \$1,450,000), \$15,000 to the Officers' Pension Fund, and written \$40,000 off Freehold Banking Premises. They now recommend a final dividend on the "A," "B," and "C" Shares of 8 per cent., less income tax (making 16 per cent. for the year), having a balance of \$162,046 17s. 8d. to be carried forward.

It is with very great regret the Directors have to record the death of their esteemed colleague, Sir David Yule, Bt. Sir Thomas S. Catto, Bt., has been appointed to a seat on the Board.

An Agency of the Bank has been opened at Ipoh, Perak.

A Department of the Bank has been opened for the transaction of Trustee and Executorship business and, for the purpose of doing such business in the East, The Mercantile Bank of India (Agency) Ltd. has been registered in India.

The following Directors retire by rotation, but being eligible, offer themselves for re-election: Mr. J. M. Iyrie, Sir Thomas S. Catto, Bt.

It will be necessary to appoint Auditors. Messrs. Cooper Brothers and Co. and Messrs. W. A. Browne and Co., the retiring Auditors, offer themselves for re-election.

## MR. G. MOLLISON.

## FORMER HONGKONG RESIDENT LEAVES SHANGHAI.

Mr. George Mollison, the oldest member of the staff of the Shanghai Waterworks Co., and formerly of Hongkong, has retired after 30 years' service.

Mr. Mollison, who hails from Dundee, served in the Royal Engineers for 11 years. He took part in the second Egyptian Campaign.

While stationed in Hongkong he joined the waterworks section of the Public Works Department but eight years later he left for Shanghai. The Shanghai Waterworks Co. has retained Mr. Mollison ever since, but at last have been forced to allow Mr. Mollison to retire after 30 years of very fine service.

Long Service at Pumping Station. The whole of Mr. Mollison's time has been spent at the pumping station at Yangtzepoon, where last week he was presented with a handsome silver shield by the Chinese staff with whom he is as popular as he is respected. He was entertained at lunch by the foreign staff, and was also the recipient of a presentation from them as a token of their affection and esteem.

It is interesting to record that during the time Mr. Mollison has been associated with the Shanghai Waterworks the demand for water has increased from five to 50 million gallons per day. Mr. Mollison had his share in making this greatly increased supply possible, as his whole interests while in Shanghai were devoted to the service of the Waterworks.

## RAID BY ARMED MEN.

## SCARED ON ENTERING EUROPEAN HOUSE.

A sensational attempt at armed daylight robbery was made yesterday afternoon in the apartment of a Kowloon lady, Mrs. L. A. Rose, of 10, Granville Road. Due to the pluck of her sister-in-law the attempt was frustrated.

Hearing the muffled shrieks of her aunt, Miss Rose rushed from the sitting room to the kitchen and found the aunt being throttled, whilst another robber was threatening her with a revolver. Seizing the first weapon handy, an ordinary house broom, Miss Rose struck the gunman across the face, and he, with his three companions, immediately took flight and raced down the back stairs of the building and made their escape.

Last night no arrests had yet been made by the police, the affair, unfortunately, not being reported until, after seven o'clock, Miss Rose was prostrated after her encounter, and it was not until her sister-in-law returned home that the police were informed.

## Seen Loitering.

Mrs. Rose, told a Press representative last night that for two or three days strange Chinese had been seen loitering near the building, carrying tools such as a workman of the electricity department would carry, and also coils of wiring. They stated that they were overhauling the electrical equipment of the house. Shortly after 2 p.m. yesterday Miss Rose was quietly reading a book when she heard terrified shrieks emanating from the kitchen, and it sounded as though the aunt was either in a fit or was being strangled. She immediately rushed to the kitchen, and was amazed to find four Chinese there. One was presenting a gun at the aunt and another had her throat in his grasp.

Immediately the men realised that an alarm had been raised, on the arrival of Miss Rose, they rushed to the back staircase. Miss Rose intercepted the Chinese who was armed, and with a well-directed blow struck him full in the face. Naturally Miss Rose was unable to prevent his escape, and revolver in hand, the armed robber followed his three confederates down the stairs. By this time all in the house had been roused, and from the second floor, three Filipinos who reside there rushed out to the back staircase and, it is said, were intimidated by the armed Chinese.

Apparently, says Mrs. Rose, the robbers became so alarmed when they were attacked that they left some of their property behind. When Mrs. Rose returned from town she found her sister-in-law suffering from shock, and on searching found a coat and a pair of Chinese trousers, together with several lengths of electrical wiring.

The aunt's throat was badly bruised. Miss Rose told her sister-in-law that when she saw the armed robber she immediately looked around for a weapon, and the broom proved effective at least in scaring the gunman.

As the men ran down the back stairs Miss Rose leaned over the balcony and shouted "Catch the robbers," but it was apparently too late to enable them to be stopped.

When the water was turned on it poured from the four lion's heads near the base of the fountain, and from the main outlet at the top, the kneeling figure of a child, a stream shot up to a considerable height. The years had presumably resulted in collection of filth in the waste pipes, the wet streets testifying to the fact that all the water did not follow the proper outlets.

With the fountain in operation water streamed from the huge bowl at the top, numerous cracks having appeared during the passing of time in the cement work of the fountain. A large number of spectators gathered to watch an unusual sight but they were not rewarded with any lengthy display.

When the fountain last "played" in a date long forgotten. Residents of twenty years or more fail to recall the time when the fountain was alive, but it is remembered at one time the lower jets were kept in operation, from cups being provided for those desiring to drink.

Yesterday's tests were apparently made in connexion with the coming visit of the Duke of Gloucester. According to present arrangements addresses of welcome are to be presented in the City Hall and it seems likely that the City Hall fountain will be put into operation on that day.

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## APPALLING FIRE.

## SQUARE MILE OF HOUSES BURNT OUT.

What was described by those who should know as the worst native village fire for many, many years past blazed on Monday night over a square mile of land in the rear of the N.Y.K. Wharves on the Pootung side and before it could be brought under control had burnt out over 3,000 bamboo houses and huts, with a terrible list of deaths.

The fire could be seen for miles from the Settlement side of the river and it was not until the villagers in desperation tore down their flimsy structures that a limit could be set to the flames which at one time it seemed that nothing could check.

## Pitiful Scenes Witnessed.

Any exact estimate of the number of deaths would be impossible. The Chinese fire brigade officials besieged by half-crazed parents and friends did their best to keep a list of those missing and at a late hour it had passed the 300-mark and was still growing. The scenes about the fire were pitiful in the extreme.

Long before the flames were on and while firemen were labouring to keep back the fire-front, bedraggled villagers their clothes soaked in water, would be standing on what had an hour before been their homes thrusting their arms down into the hot embers in search for their children and belongings.

## Bravery of Desperation.

These brave, if foolhardy, people were everywhere, pressing upon the fire line as closely as the firemen were being pressed back by it. Frequently some smouldering substance would suddenly flare forth and a huge blaze leap up into the dense clouds of white smoke above. One half-mad woman, well in the centre of the still smouldering area, was seen suddenly to stoop and pick up something she had uncovered in prodding with a bamboo pole, and as she did so the ground about her for a space of some twenty feet shot into flames. They passed quickly, and the woman was seen writhing on the ground. What prize she had secured will never be known for an instant later her body was blotted out as other flames burst forth.

One learned that she had lived with her family over a match shop, which had been their livelihood.

## The Irrepressible Pensioner.

But the pictures had its other side. Hundreds of villagers, when burned out, gave no further heed to the fire, once they were assured the family was safe, but gathered in a small open space toward the northern end of the fire area to put up rude shelters for the night and seek what cover they could find.

A number of soldiers were sent to the scene of the fire to keep order. Although the Settlement Brigade were awaiting the call, inasmuch as the property involved did not adjoin foreign wharves, no call for their assistance was turned in, and they did not turn out, it having been established that the fire was well away from the river front.

fact that all the water did not follow the proper outlets. With the fountain in operation water streamed from the huge bowl at the top, numerous cracks having appeared during the passing of time in the cement work of the fountain. A large number of spectators gathered to watch an unusual sight but they were not rewarded with any lengthy display.

When the fountain last "played" in a date long forgotten. Residents of twenty years or more fail to recall the time when the fountain was alive, but it is remembered at one time the lower jets were kept in operation, from cups being provided for those desiring to drink.

Yesterday's tests were apparently made in connexion with the coming visit of the Duke of Gloucester. According to present arrangements addresses of welcome are to be presented in the City Hall and it seems likely that the City Hall fountain will be put into operation on that day.

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## ELI COTTAGE MURDER.

## CHARGES OF RECEIVING STOLEN PROPERTY.

A sequel to the murder on February 28 of a gardener at Eli Cottage, Old Kowloon Tong, was the appearance before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday of four Chinese on charges of receiving certain articles of clothing which had been stolen from the Cottage during the outrage.

Mr. H. J. Armstrong represented the fourth defendant. Detective Inspector Lane who appeared for the Crown outlined the case against the four defendants who, it will be remembered, were originally arraigned before the Court on the capital charge but later acquitted of the indictment on the prosecution offering no evidence against them.

The articles mentioned in the charges were alleged to belong to one person and that person was now dead, said Inspector Lane. The circumstances were that on the night of February 28, a gardener who lived near Eli Cottage heard dogs barking in a peculiar manner and suspected that something was amiss. On investigating the cause of the dogs' behaviour the man found Eli Cottage in disorder. He heard groans emanating from a nearby cook-house and also dogs barking on the hillside.

Suspecting that a robbery had taken place he went for some friends. On returning to the Cottage the deceased was found lying in the cookhouse. He had been attacked and left there with a cord tied round his neck. He had apparently been alive before the witness left the premises on the first occasion but being frightened the man did not do anything. When the party found the deceased he was already dead.

Inspector Lane said that they would prove that the articles mentioned in the charge belonged to the deceased man and to the best of their ability prove that they had been in his possession prior to the murder.

The police received information some days later and the first three defendants were arrested in the street. On the second defendant was one of the articles which had been stolen. Further information led to the recovery of other articles from pawn shops. The defendants were either recognised as having pawned the articles or the tickets were found on their person.

The fourth defendant was arrested later.

The case was adjourned.

## JAPANESE DISASTER.

## AN AMENDED LIST OF CASUALTIES ISSUED.

Tokyo, Apr. 12.

It is officially stated that the casualties in yesterday's mining disaster are 62, of whom 7 were instantaneously killed, 3 have since died, 3 are missing, 5 are seriously injured, 7 are not so seriously hurt, and 27 are slightly injured.

The cause of the disaster, is still under investigation, and details are withheld from publication, though it is reported the vessel's stern is wrecked beyond recognition.

It is believed the explosion was due to the inadvertent turning of an electric switch, resulting in a premature explosion of a mine.

Aeroplane and launches are still searching at the scene of the disaster for the missing sailors—*Reuter*.

It was officially announced at Tokyo on April 11 that seven naval students were killed and thirty injured as the result of a mine exploding aboard a mine-layer. The disaster occurred at the Tokosuka Naval Base whilst practice operations were being carried out.

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Never tires. Never loses you back. Takes notes, writes them fast. Choice of six graduated pen points. 14K gold, iridium-tipped—or flashing Black and Gold. Smartest-looking, smartest-writing pen you know.

Balanced like a golf club, 20% lighter than when made with rubber.

32 pen patents cover it.

One good pen to last for years saves money.

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Children thrive well if nourished by SCOTT'S Emulsion which enriches the blood and prevents childhood ailments. Ask for SCOTT'S Emulsion

WELL, HERE'S A NICE DRUM!

NOPE, I DON'T WANT THAT EITHER—IT'S TOO OLD FOR HIM!

AH, I GOT IT! JUST BUY HIM A NICE ROLL OF LINOLEUM—

MERCY ME! WHAT WOULD HE DO WITH THAT?

WHY, YA SAID YA WANTED SOMETHING FOR HIM TA PLAY ON!

HOWDY'S HOT HOLIDAY HITS

IMITATION TIME CLOCKS—THESE ARE FALSE ALARMS!

SHOPS OF SCOTCH GRAIN—BUY 'EM BIG—THEY WON'T GIVE SPORTING GOODS.

IF YOU'RE LOOKING FOR DUMBBELLS—SEE US—

HOW WOULD THIS BE FOR TH' BAWDY CHRISTMAS PRESENT?

OH, GRACIOUS NO! I'M AFRAID HE'D HURT HIMSELF ON A HORN—

MESSE A TOY FIDDLE WOULD DO?

I SHOULD SAY NOT! SUPPOSING HE'D STICK THE BOW IN HIS EYE!



## New Orthophonic Victor Records Are now on Sale at the Tsang Fook Piano Co.

20715—Abdul Abulbul Amir	Crumit
20249—Addio a Napoli	Neptun. Trio
20321—All Alone	Vic. Sal. Or.
21553—Along Miami Shore	Hilo Orch.
21055—Apache Dance	Vic. Sal. Or.
20752—Autumn Thoughts	W. Balalaika Or.
20973—Beautiful Ohio	Waltz
19741—Black Horse Troop March	Sousa
20459—Blue Skies	Crawford
21343—Bum Song	McCrutock
21230—Bungalow of Dreams	Cres. Trio
20311—Chimes of Liberty March	Pryor's
20324—Charmaine	Vic. Sal. Or.
19771—Cinquante, La	Wetloft
20430—Clock and the Banjo	Reiser
21307—Collegeiana	F. T.
21761—Cow-boy's Lament	McCrutock
20309—Czech-Slovakian Dance	Rus. Choir
21342—Desert Song	Gunsby
21321—Down South	F. T.
21763—Drowsy Waters	Sam-Ku-West
35798—Estudiantina, La	Waltz
20459—Falling in Love &c	Crawford
20752—Faun Waltz	Balalaika Or.
19783—Faust—Soldiers Chorus	M. Chorus
20715—Frankie and Johnnie	Crumit
21230—From Midnight till Dawn	Morvin
21735—Gay Caballero	Crumit
21334—Girl of My Dreams	Austin
21055—Golondrina, La	Vic. Sal. Or.
21761—Good-bye Old Paint	McCrutock
19861—Honeymoon Waltz	Orchestra
21343—Hallelujah! I'm a Bum	"Mac"
21780—Happy Days &c	Morvin
20131—Hawaiian Waltz Medley	Guitars
20022—Hawaiian Sunset	Hilo Orch.
21558—Honolulu Sweetheart	do.
21798—I Can't Give You &c	Austin
21735—I Learned Women &c	Crumit
20818—In a Little Spanish Town	Waltz
21053—Just a Memory	Crawford
21798—I Wonder if You Miss &c	Austin
21802—Jimmy Valentine	F. T.
21713—Just a Night for Meditation	Crawford
20131—Kilima Waltz	Guitars
19563—Lancers	Old Time Dance Orchestra
19783—Land of Hope and Glory	Chorus
20439—Lolly Pops	Reiser
21802—Love Dreams	Waltz
20924—Me & My Shadow	Vic. Sal. Or.
20821—Memory Lane	do.
21765—Minnehaha	Sam-Ku-West
20973—Missouri Waltz	Orchestra
19894—Mocking Bird	Whistling
21591—My Angel	Baur
21015—My Melancholy Baby	Austin
19741—National Game March	Sousa's
21633—Neapolitan Nights	Troubadours
20055—do	Vic. Sal. Or.
19783—On the Campus—March	G. Idman Band
19783—On the Go—March	do.
19878—Over the Waves	Waltz
19878—Paloma, La	Pryor's Band
20248—O Sole Mio	Neapolitan Trio
20818—Russian Lullaby	Mandolin Or.
20811—Sagamore March	Pryor's Band
21342—Ramona	Gunsby
4053—do	D. J. de Rio
21334—do	Gene Austin
21214—do	Waltz
21591—Revenge	Baur
21727—Right out of Heaven	F. T.
21713—Roses of Yesterday	Crawford
21779—She's Funny That Way	Gene Austin
21658—Shoe Shiner's Drag Morton's	H. T. Peppers
21858—Shreveport—St.	do.
35798—Skaters	Waltz
21633—Some Day Somewhere	Waltz
21683—Sonny Boy	F. T.
21728—do	Crawford
21733—do	Shaw
35945—do	Vic. Sal. Group
21779—do	Gene Austin
20022—Sweet Hawaiian Dreams	Hilo Orchestra
19861—Sweet blue Bird	Waltz
20127—Tannhauser	Pilgrims Chorus
21760—There's a Rainbow	Morvin
20127—Trovatore	Anvil Chorus
19894—Tout Passe Waltz	Whistling
19740—Ukulele Lessons, Pts. 1 & 2	do.
19771—Vanity	Waltz
20809—Volga Boatman Song	Rus. Choir
21321—When the Robert E. Lee	F. T.
21727—Where were you &c	F. T.
21307—Yale Blues	F. T.
etc.	etc.

## PUBLIC SAFETY BILL

## VICEROY'S ACTION FOLLOWING MR. PATEL'S RULING.

New Delhi, Apr. 12.  
At a joint meeting of the Legislative Assembly and the Council of State the Viceroy announced that in view of Mr. Patel's Public Safety Bill ruling, he was issuing an Ordinance whereby he would assume safety powers to amend the rules in order to prevent a similar interruption of business in future by the President of either Chamber.

## Will Not Be Deflected.

Through the bomb outrage a direct threat had been levelled against the whole constitutional life of India, therefore he had summoned the two Houses together. Speaking as the head of the Government of India it behooved him to make it abundantly plain that the Government would not be deterred by such futile and insensate acts from the discharge of its evident duty, and would take measures to protect the law-abiding citizens.

He declared that once the gospel of force was admitted as a suitable means for attempted coercion of the Government, there would be no conflict of interest, religious, racial or economic, which it might not be sought to resolve by an appeal to force.

## Only Effective Remedy.

Dealing with Mr. Patel's ruling, the Viceroy said it would have the practical effect of debarring the Government from asking the Legislature to give it the additional powers it deemed necessary.

The Government recognised that the only appropriate person to interpret in either House the rules under which it worked was the President of the House. If the President's interpretation of the rules gave rise, as now, to a situation in which the Government for grave reasons was unable to acquiesce, the only effective remedy was to secure an amendment of the rules, to prevent any recurrence of a similar interruption of normal legislative business.

## The Authoritative Power.

The Viceroy said the Government intended to follow that course without delay in order to secure that progress of legislation should not be prevented by the President in either House, except by virtue of express powers conferred on him by rules or standing orders.

Speaking with full knowledge of much which he necessarily could not publicly disclose, the Viceroy conceived it imperative that the Government should obtain the powers in the proposed Public Safety Bill. He accordingly had decided without further delay to avail himself of the authority conferred on the Governor General under the Government of India Act, to issue an Ordinance giving the Governor General in Council the powers in question.—*Reuter.*

[Mr. Patel, President of the Assembly, has ruled that the Public Safety Bill cannot be discussed until after the Meerut trials.]

## TRAFFIC GUARDS NOT POLICE?

## PLAN TO FORM CORPS 10,000 STRONG.

The enrolment of a special corps of 10,000 men to be known as "road guards" and to be used for traffic control is being discussed by a conference at the Home Office.

The Press have been informed that this conference is examining all the problems involved in London and the provinces in changing over the control of traffic from the police to another specially trained body of men, so that the police can devote all their time to crime prevention.

Called by the Home Office as the central authority, the conference has been sitting on several occasions, and represents the County Standing Joint Committees, the Chief Constables, the Ministry of Transport and the Metropolitan Police.

Problem in London.  
It has been pointed out that the traffic problem in the provinces is getting increasingly serious because of the growing number of motor cars on the roads. The suggestion is that the traffic control police should be gradually replaced by a specially equipped section of road guards.

These guards would have motor-cycles and cars, and they would be armed with local and Parliamentary powers to carry out their work.

Nearly a quarter of the police in London are engaged in traffic duties during the day. They are not concerned exclusively with road work, but a great deal of their time is occupied in this way. Traffic guards in the metropolis would be controlled from Scotland Yard, and in the provinces they would be under the local chief constables.

## CHINA AND JAPAN.

## SAFETY OF JAPANESE IN SHANTUNG.

Tokyo, Apr. 12.

It seems that the Nationalists are confident of their ability to guarantee the safety of Japanese residents on the railway zone between Tsinan and Tsingchowfu after the withdrawal of the Japanese troops but not so certain in other parts of Shantung, therefore they are attempting to persuade Japan to agree either to postpone evacuation or concentrate residents in the safety zone or withdraw them temporarily to Tsingtao.

The Government, however, is insisting that Nanking should uphold its pledges of protection for Japanese lives and property in accordance with the terms of the recent settlement and appears determined to carry out military evacuation in accordance with schedule.

Discussing the situation, the official spokesman asserted that reports that Japanese civilians were hastily being withdrawn in large numbers owing to apprehension of danger after the departure of the troops were exaggerated, though he admits that some were doing so.—*Reuter.*

## Nationalist Assurance.

Nanking, Apr. 12.

With reference to the Peking message of yesterday, National official circles deny that they have failed to give a promise of protection of all Japanese lives and property in that part of Shantung under direct control of the National military authorities.—*Reuter.*

[The Peking message stated that despite assurances by the Japanese Consul that full protection will be accorded after the withdrawal of Japanese troops, Japanese residents at a meeting at Tsinan decided by a large majority to evacuate all women and children to Tsingtao on April 17 and 18, it being believed the uneasiness was caused by the alleged failure of the Chinese authorities to deliver a programme of their intentions for preservation of peace and order at Tsinan after the Japanese withdrawal.]

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An absorbing situation, a story of heart throbs and heart thrills, made into a picture that will hold your interest every second!

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**QUEEN'S** Tuesday and Wednesday  
Usual Times and Prices.

## STAR THEATRE—KOWLOON

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At 9.15 p.m.

OPENING OF

W.R. BANVARD'S

ENGLISH COMEDY  
COMPANY

in

**"A CUCKOO IN THE NEST"**

The phenomenally successful farce from the Aldwych Theatre, London.

Prices \$3, \$2 & \$1.

Booking at Moutrie's and Star.

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25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

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295, 300, 301, 305, 306, 315  
344, 363, 371, 374, 376, 381  
385, 411, 426, 427, 443, 445  
455, 461, 462, 465, 474, 476  
486

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WANTED.—Passage offered to England via Sydney, middle May, in return for assistance with three children. Write Box No. 500, care of "Hongkong Telegraph."

WANTED.—Partner to establish Shipping and Import Firm. Capital Investment not necessary. First class financial position essential. Write Box No. 501, care of "Hongkong Telegraph."

### MISCELLANEOUS.

CLOSING SALE at Fook Weng & Co., China Building, Hongkong, for Canton Shawls, Swatow Linen, Silk and every description of Oriental Art Objects.

### FOR SALE.

FOR SALE.—Pram in good condition. 4 equal wheels, weather apron and canopy. Price \$40. Phone K.372.

FOR SALE.—One Chinese dictionary, Eitel's Cantonese dialect, 1877 edition, in good condition. Price fifty dollars. S. W. Shaw, 40, Stubb's Road.

### TO LET OR FOR SALE.

TO LET OR FOR SALE.—At Fanling (in On Lok Village), furnished or unfurnished, 4 roomed HOUSE with Garden and Garage. Moderate Price. Apply KWONG SANG HONG, Ltd., 250, Des Voeux Road Central.

### PREMISES TO LET.

TO LET.—One Large Office Room at Karamally Building. Apply to Karamally and Co., 20, Queen's Road, Central.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Contipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabets. Yee Fook Lan, Chinese Herbalist, Managing Director. Entrance 68, Queen's Road Central, Tel. C. 8009.

### EXPERT MASSEUR.

and all kinds of chronic ailments. Madame H. MORITA. Madame E. AKAJI. 4, On Lan Street Tel. No. C.4395 Cures Rheumatism, Nervousness

### RESPECTABLE MASSEURS.

MR. R. SHIMIDZU. MRS. S. HONDA. Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by all the local doctors. No. 24, Wyndham Street, Tel. C.4945.

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Close to Brunsfield Links, in residential part of town, LEAMINGTON PRIVATE HOTEL, Leamington Terrace. Ideal holiday residence; large rooms, every modern convenience. En Pension from £3.3. Bed and Breakfast 8/6. Write Mrs. Demeter, Cable "Lisacel."

## New Advertisements

### HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Fourth Extra Race Meeting to be held on Saturday, 27th April, 1929, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

Entries close at 12 o'clock noon on Thursday, 18th April, 1929.

### HONGKONG GENERAL CHAMBER OF COMMERCE.

A General Meeting of Members will be held on FRIDAY, the 19th April, 1929, at 4.45 p.m. in the offices of the CHAMBER OF COMMERCE, to nominate a Member of the Chamber for appointment to the Legislative Council during the absence from the Colony of the Hon. Mr. J. Owen Hughes.

Notice in writing of the Names of Candidates and their proposers and seconders to be lodged with the Secretary at least 48 hours before the time appointed for holding the Meeting.

By Order

M. F. KEY, Secretary.

### HONGKONG JOCKEY CLUB.

The Third Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 13th April, 1929, commencing at 2.15 p.m.

The first bell will be rung at 1.45 p.m.

The charge for admission to the Public Enclosure will be \$1.—for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.—each up to Friday, 12th April, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.—

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tie the Men, etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during Race Meetings.

No children allowed in either enclosure on any pretext.

### "PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS, with all Modern Conveniences, Drying Rooms and Out-houses, Two lift.

Apply to—CREDIT FONCIER D'EXTREME-ORIENT.

### KWONG HANG & CO.

TEL. C.2756. 48, Des Voeux Road Central. Government and Admiralty Coal Contractors.

HOUSE COAL.

Peak ..... at \$25.00 per ton. Upper Level ..... \$22.00 " Middle Level ..... \$21.00 " Central Office ..... \$20.00 " Kowloon ..... \$17.00 "

The above prices include delivery charges to destination.

## COMING!



RONALD COLMAN

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"The Rescue"

A magnificent screen version of Joseph Conrad's famous novel!

QUEEN'S

## CHINA AUCTION ROOMS

BY ORDER OF THE MORTGAGEES.

### PUBLIC AUCTION.

Of the Valuable Leasehold Properties situate at Victoria, Hongkong, and known as Nos. 62A, 64, 66 and 68 Queen's Road Central and Nos. 19 and 21 Stanley Street, Victoria, Hongkong, erected upon Inland Lot No. 7. Area 10,910 square feet. Annual Crown Rent \$190.00.

To Be Sold in One Lot

by

Public Auction

on THURSDAY,

the 18th day of April, 1929, at 3 o'clock p.m.

by

Mr. E. V. M. R. de Sousa at the China Auction Rooms, 2A, D'Aguiar Street, Victoria, Hongkong. For further Particulars and Conditions of Sale.

Apply to:—Messrs. Johnson, Stokes & Master, Solicitors for the Vendors or to

Mr. E. V. M. R. de Sousa, The Auctioneer, Hongkong, 28th March, 1929.

## CHURCH NOTICES.

To-morrow the Second Sunday After Easter. LOCAL SERVICES.

St. John's Cathedral, Hongkong, April 14, 1929, Shepherd Sunday, Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Mattins 11 a.m. Preacher: The Dean. Evensong 6 p.m. Preacher: Rev. H. V. Keop.

Union Church, Kennedy Road, 14th April, 1929. Sunday School 10 a.m. Morning Service 11 a.m. Preacher: Rev. F. C. Young. Sermon "Beyond Understanding." Hymns 317, 801, 469, 544. Evening Service 6 p.m. Preacher: Rev. F. C. Young. Sermon "It is reported." Hymns 667, 709, 295, 331. After the evening service Fellowship Hour to which Servicemen are especially invited.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Are Sin, Disease and Death Real?" The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass. U.S.A.

S. D. A. Hall, 1st floor, Bank of China Building, Queen's Road and Duddell Street, Subject "Justification by Faith" by Pastor Lyman W. Shaw, Sunday night 14th April 8.30 p.m. Prayer meeting, Wednesday night 17th April 8.30 p.m.

## Theatre Royal

A. CARPI'S ITALIAN GRAND OPERA COMPANY.

Thursday, 25th April

IL TRAVATORE

Friday, 26th April

LA TRAVIATA

Saturday, 27th April

RIGOLETTO

BOOKING OPENS ON

Monday, 15th April

at

ANDERSONS

## Lammert's Auctions

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,

the 17th April, 1929,

commencing at 2.30 p.m.

at their Sales Room,

Duddell Street.

A Valuable Collection of Curios, comprising:—

Vases, Bowls, Plates, Lacquer Tablets, Chairs, Cupboards, Screens, Blackwood Ware, Crystal, Jade, Amber, Ivory, and Agate Ornaments, Chinese Hand Paintings, etc., etc.

and

A Small Private Collection.

On View from Tuesday, the 16th April, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

## THE TABLETS OF AMALFI.

LONG-LOST TREASURE RETURNS TO ITALY.

Rome, Mar. 13. Negotiations between the Italian and Austrian Governments have had a happy ending in an exchange of treasures, and Italy is now again in possession of the famous "Tablets of Amalfi," or the medieval maritime code which was enforced in all the ports of the East while Amalfi flourished, as a sea-power, and recognised in the Mediterranean up to 1603.

The precious document consists of sixty-six articles, of which twenty-one are in Latin, belonging probably to the end of A. D. 1100, while the remaining forty-five articles, in Italian, are two centuries later.

The tablets came into possession of the Foscari family, who boasted several bibliophiles and writers during the seventeenth century. When this patrician Venetian family became impoverished the volume of Amalfi documents was sold, with many other relics, to the Habsburgs in order to pay the taxes. Some day we may perhaps learn the story of how the tablets left the archives of Amalfi and migrated to Venice, just as their presence was discovered in 1844 in the Palatine Library of Vienna among the papers of Marco Foscari, Doge and historian.

## WHEN WIVES MAY REBEL.

### "BUTCHER MONEY LIKE A BIRTHDAY GIFT."

Some of the difficulties of married life which lead to frayed tempers were dealt with by Mrs. George Cadbury, at the annual assembly of the National Council of Free Churches, at the City Temple.

"When a man gives his wife the butcher's money with the air of bestowing a valuable birthday gift, the wife feels like 'kicking,'" she said.

Here are some of Mrs. Cadbury's maxims for marriage:—Laugh a bit. Chaff a bit. Put a spice of humour into the matrimonial mixtures. Don't forget anniversaries.

Never worry about what other people (this includes relations) say or think. We have not married them.

Bury the hatchet, but do not mark the grave.

Never bottle up grievances.

The Rev. E. Benson Perkins, speaking on amusement, said: "It is a damning indictment of modern civilisation that the most popular person in the English-speaking world is Charlie Chaplin."

"Promiscuous public dancing," he added, "has in it a dangerous sex appeal, and this is particularly the case with certain forms of modern dancing allied with the unholy noise called jazz."

Mr. Angus Watson, chairman of the well-known Newcastle firm of Angus Watson and Co., Ltd., which has a capital of £2,000,000, spoke on "The Gospel's Relation to Money."

"The pursuit of material things is a perilous adventure," he declared, "and the holding of them, except by way of trusteeship, is an temptation almost beyond human resistance."

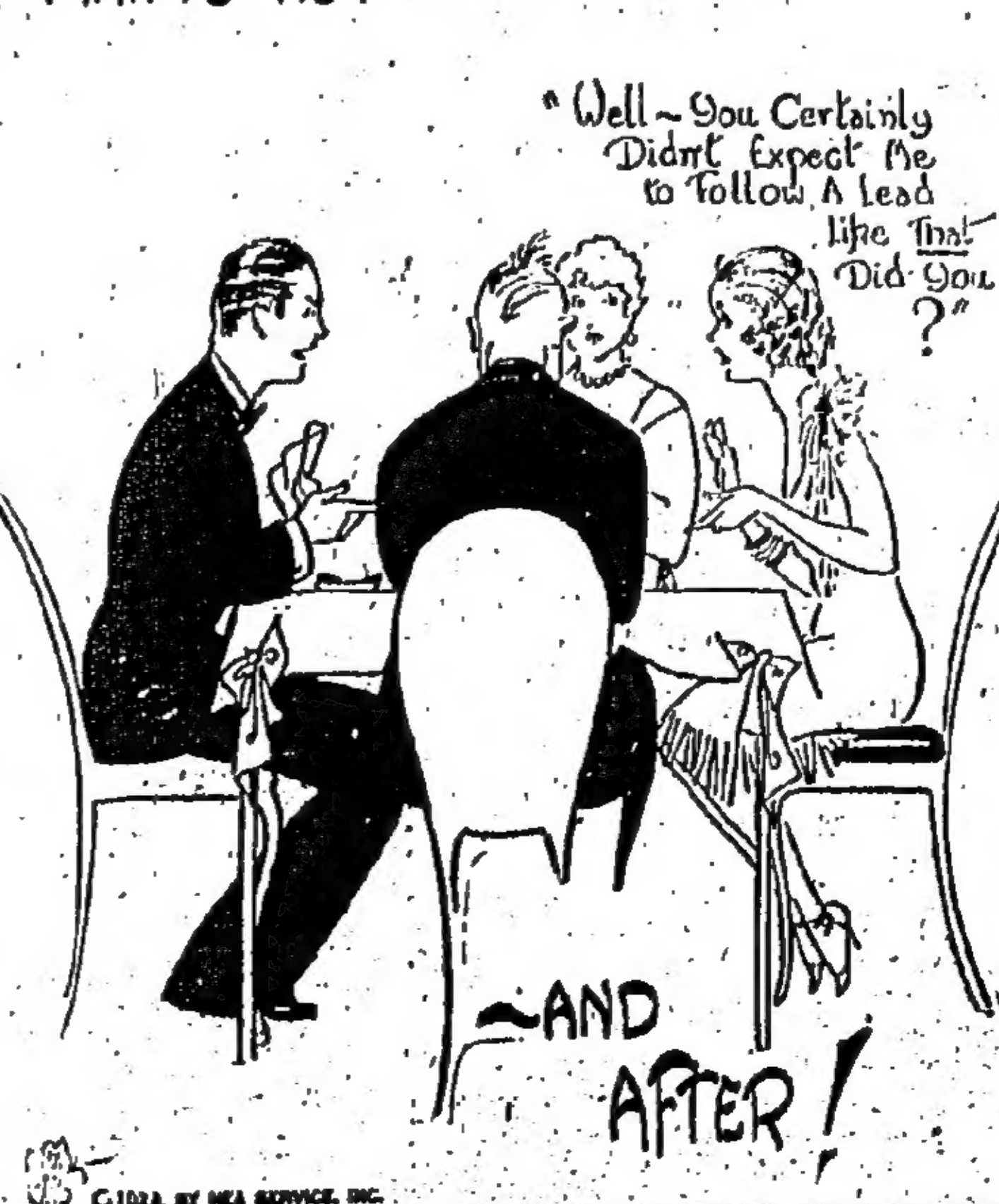
£300,000 Staircase.

"A friend of mine recently said, 'I have noticed that nearly all rich men are unhappy.' My reply was that the parable in 'Pilgrim's Progress' of the man with the muck rake was true to all experience."

"The wife of a business friend of mine remarked, rather plaintively, 'I have four houses, but we have no home.'"

"Recently, when Judge Geary, chairman of the American Steel Trust, died he left behind him in his home a marble staircase which cost about £300,000 and which he housebreaker who is now demolishing his home has valued at five dollars."

"I don't know what the judge's religious professions were, but I am certain that this expenditure was pagan," concluded Mr. Watson.



## POST OFFICE NOTICE

### RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P. & O. Building on Des Voeux Road, next to the General Post Office. This office is open day and night.

All particulars as to ships in communication, rates, etc., may be obtained at the Radio Office as above.

Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so supercharged.

REGISTERED and PARCELS MAILS are closed 15 minutes earlier than time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

It is hereby notified that on and after 1st January, 1929:—

(a) the radio rate on messages to Macao will be 10 cents per word, and

(b) the charges on messages to all Ship Stations, irrespective of Nationality, will be on the basis of a word rate, pure and simple, with no minimum charge.

Direct wireless communication has now been established between Hongkong and the Kiangsu Stations at Wuchow, Nanking and Lanchow—the charge is \$0.20 per word. Messages will also be accepted for Kwai-Yang and Changsha, by above routes—the charge being \$0.80 per word. No charge will be collected from the addressee for the delivery service.

Wedding cake for transmission by post to places outside the Colony must be securely packed in tin boxes.

It is hereby notified that on and after 15th March, the rates for radio telegrams from Hongkong to the undermentioned places in Kwangtung Province (except Canton) will be as follows:—

The Hongkong Postal Guide for 1929 is now on sale at the G.P.O. and Kowloon Post Office at the price of 50 cents a copy.

Kongmoon, Kowloon, direct ..... \$0.30 per word.

Kochow, direct ..... \$0.20 per word.

Toy Shan, direct ..... \$0.20 per word.

Pakhoi, Swatow, direct ..... \$0.20 per word.

Hohow, Samnai, direct ..... \$0.20 per word.

and Chungshan, direct ..... \$0.20 per word.

In both cases the addressee will be required to pay an additional charge due to the Receiving Station of \$0.20 per word; this charge also applies to radiotelegrams received at Hongkong from Pakhoi, Swatow, Hohow, Samnai and Chungshan.

The Radio Letter Service to the Philippine Islands is now as follows:—

Manila City—\$0.10 per word ..... Minimum \$2.00

Luzon Island—\$0.15 per word ..... \$3.00

All other Islands—\$0.20 per word ..... \$4.00

### INWARD MAILS.

From	Per	Due
U.S.A., Canada, Japan and Shanghai	Pres. Madison	April 13.
Japan and Shanghai	Toyama Maru	April 13.
Shanghai and Swatow	Szechuen	April 13.
Straits	Takada	April 14.
Straits	Katori Maru	April 14.
Amoy	Santhia	April 14.
Shanghai and Amoy	Chenan	April 15.
Straits	Joyora	April 15.
Manila	President Cleveland	April 15.
Shanghai	Antenor	April 15.
Straits	Namsang	April 17.
Australia and Manila	Kaga Maru	April 18.
Canada, U.S.A., Japan and Shanghai	Empress of Russia	April 18.
Japan and Shanghai	Kitano Maru	April 19.
U.S.A., Honolulu, Japan and Shanghai	Pres. Wilson	April 20.
Manila	President Madison	April 22.
U.S.A., Honolulu, Japan and Shanghai	President Pierce	April 24.
Shanghai	Chenoncxur	April 23.

### OUTWARD MAILS.

For	Date and Time.
Shanghai and Europe via Siberia	Asaphon, Sat., Apr. 13, 2.30 p.m.
Java via Batavia	Tjikembang, Sat., Apr. 13, 2.30 p.m.
Saligon	Prosper, Sat., Apr. 13, 3.30 p.m.
Hainan	Canton, Sat., Apr. 13, 3.30 p.m.
Hainan and Wuchow	Fook On, Sat., Apr. 13, 4 p.m.
Manila	Pres. Madison, Sat., Apr. 13, 4.30 p.m.
Fort Bayard	Huog Hol, Sat., Apr. 13, 5 p.m.
Bangkok via Swatow	Kaying, Sun., Apr. 14, 9 a.m.
Manila	Malayan Prince Sun., Apr. 14, 9 a.m.
Swatow, Amoy and Fookchow	Canton Maru, Sun., Apr. 14, 9 a.m.
Shanghai and Japan	Katori Maru Mon., Apr. 15, 10.30 a.m.
Swatow	Hydrangea, Mon., Apr. 15, 2.30 p.m.
Japan, Canada, U.S.A., C. & S. America and Europe via Victoria B.C.	President Cleveland, Mon., Apr. 15.

Parcels ..... 3 p.m.  
Registration ..... 4.15 p.m.  
Letters ..... 4.15 p.m.  
(Due Victoria B.C. 6th May).

Shanghai and Europe via Siberia .. Pres. Cleveland, Mon., Apr. 15.  
Registration ..... 4.15 p.m.  
Letters ..... 4.15 p.m.

Manila, Australia and New Zealand via Thursday Island ..... Change, Apr. 15.  
Parcels ..... 16th 5 p.m.  
Registration ..... 16th 8.45 a.m.  
Letters ..... 16th 10.30 a.m.  
(Due Thursday Island, 27th April).

Swatow Amoy and Fookchow ..... Hai Ning, Tues., Apr. 16, 2 p.m.

Wei Hai Wei ..... Kwelchow, Tues., Apr. 16, 5 p.m.

Swatow ..... Shakaang, Tues., Apr. 16, 5 p.m.

Straits, Ceylon, India, Mauritius, L. Marques, East and South Africa, Egypt and Europe via Marseilles ..... Antenor, Tues., Apr. 16.

Registration ..... 3 p.m.  
Letters ..... 4.30 p.m.  
G. P. O.  
Registration ..... 4.15 p.m.  
Letters ..... 4.15 p.m.  
(Due Marseilles 15th May).

Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco and Europe via Siberia Korea Maru, Wed., Apr. 17.

Registration ..... 16th 5 p.m.  
Letters Wed., Apr. 17, 8.30 a.m.  
(Due San Francisco, 10th May).

Amoy ..... Nam Sang, Wed., Apr. 17, 5 p.m.

Japan ..... Kaga Maru Fri., Apr. 19, 9.30 a.m.

Japan ..... Rakuyo Maru, Fri., Apr. 19, 10.30 a.m.

Swatow, Amoy and Fookchow ..... Haiyang, Fri., Apr. 19, noon.

Manila ..... Empress of Russia, Fri., Apr. 19, 3.30 p.m.

Japan, Canada, U.S.A., Central and South America and Europe via Victoria B.C. .... Parcels, Apr. 19, 5 p.m.



## CHOICEST CHINA TEA

LOOSE AND IN TINS.

HANGCHOW CHRYSANTHEMUM  
KEE MUN BLACK TEA  
WHITE PEONY  
LUNG TSING  
SHUI SIN  
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Try Some! Try Some!

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**SINCERE'S**

## GRAND CORONAS



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of  
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For your floor—furniture—and  
every domestic article requiring  
a stained and varnished finish

## "Wilheycla" Oil Varnish Stains

Oaks—Walnut  
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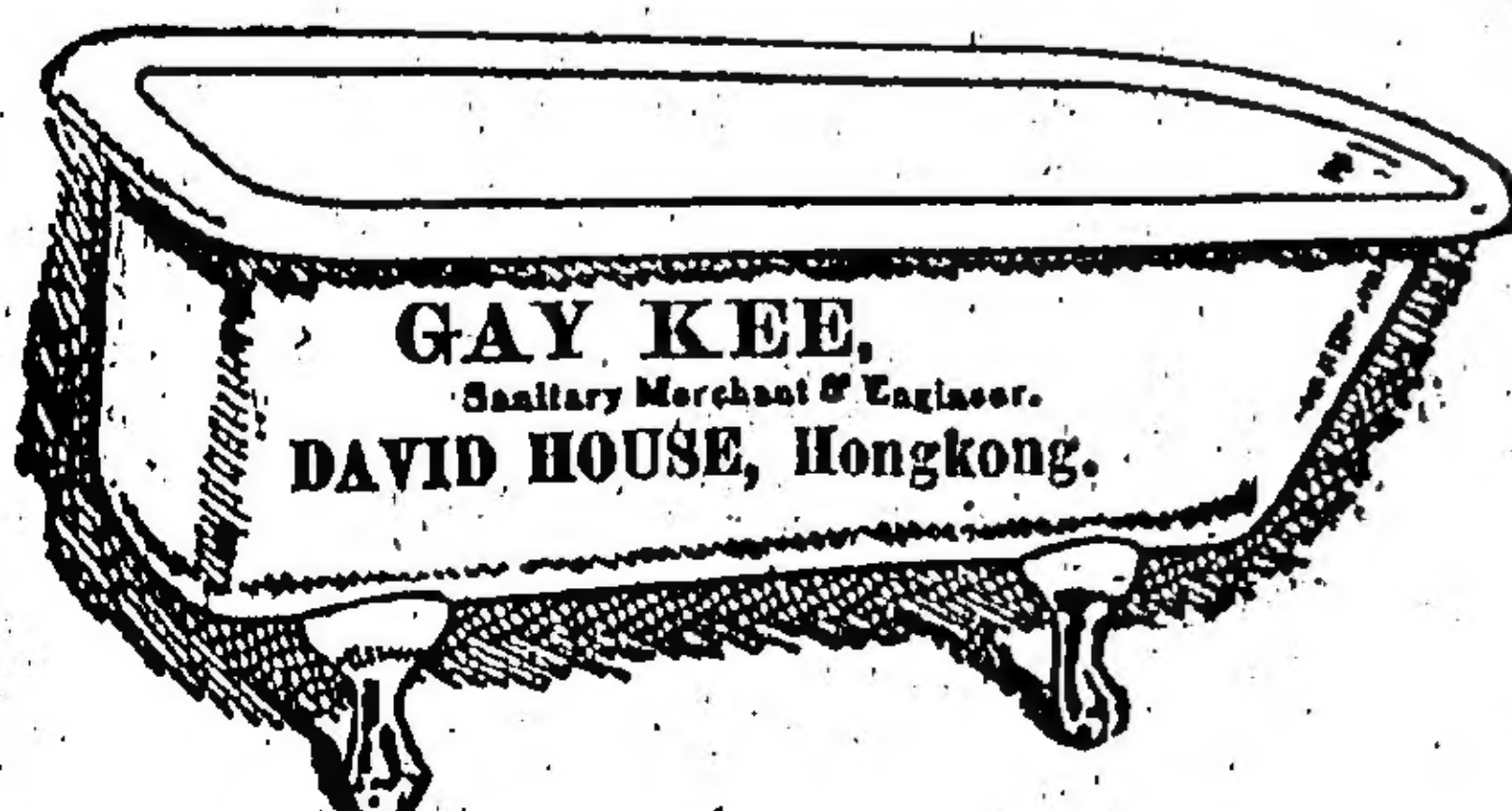
Can be applied by anyone  
Always reliable, never sticky.  
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**Wilkinson, Heywood & Clark**  
SHANGHAI. HONGKONG.



Mr. Rudy Russell, a popular member of the Bayward English Comedy Company, which opens its season at the Star Theatre this evening with "A Cuckoo in the Nest."

### AIR LANDING IN ALPS OF ANTARCTICA.

RADIO NEWS FROM DOG'S  
ICE TRAIL.

Little America Camp, Antarctica,  
Mar. 9.

A third step in Antarctic exploration by aeroplane was taken yesterday, when Lawrence M. (Larry) Gould, the geologist of our expedition, with Bernt Balchen as pilot, and Harold June as radio operator, flew to the Rockefeller Range, to land there and examine geological formations and obtain specimens.

Their aeroplane carries a tent and plenty of supplies, so that they can live comfortably for some time if the weather delays their return.

At supper time Commander Byrd heard from them. They had landed safely between two large peaks and were ready to go to work.

This trip of Larry Gould's—which will probably be the last extended flight of the season—took place on the same day on which four dog teams left the Camp, and went due southward to lay down the first bases on the ice Barrier towards the Pole, in preparation for the Polar flight next year.

#### Wireless From Sleds.

The dogs go sixty or seventy miles, covering the worst territory between the Bay of Whales and the Polar Plateau, so as to familiarise themselves with the route and the conditions of Antarctic travel.

Each of the teams is hauling 850 lb. of supplies.

They will be gone about a week. Meanwhile they are in radio communication with Little America Camp every day.

Flights already made show an increasingly interesting progress in the work of exploration.

Commander Byrd first discovered mountains (to the eastward of the Alexandra range) and, following the course of the entire range, also gained glimpses of still higher mountains.

Captain Ashley McKinley (of the Army Air Service) then made an aerial survey of the range. McKinley discovered that the mountains in the east were part of a majestic range stretching as far as the highest birdseye view could reach into the unknown.

### COUNT SHOT IN CASTLE.

NIGHT MURDER, AND NO  
CLUE.

Sensation has been caused by the arrest of the eldest son of Count Stolberg, (the head of an old patrician family), on suspicion of having murdered his father at the family's Jannowitz Castle of Wernigerode, in the Silesian hills: A Central News message says the police suspect that the motive was a desire to come quickly into control of the Count's extensive estates.

Count Stolberg of Wernigerode had spent the evening in his study with his wife and one of his sons. When both the latter went to bed, about 10.30, the count was lounging on the sofa, reading.

Shortly after 11, the son says, he heard a gun-shot, as if it came from the count's study.

Running in, he found his father dead on the sofa. His book had fallen to the floor. The reading-lamp was still burning.

No trace was found of the criminal, nor any clue.

#### Head of Old Family.

A first theory was that burglars had entered the house, believing that everybody was in bed, and that they had reached the count's bedroom and found that the windows were barred with iron.

In the adjoining study, they would find the count reading, and it was believed that one of the marauders fired his revolver close to the count's head from behind.

Suicide is out of the question.

Count Eberhard of Stolberg zu Wernigerode was 56 years of age, and was the head of the Jannowitz branch of the family, that has held a prominent position in the Harz district for 700 years.

### Just From ENGLAND.

Silver Brush Sets  
and  
Manicure Sets.

All Designs  
Beautifully Finished.

Come And See Them.

**WALLACE D. HAWKES**  
(HONGKONG) LTD.

More-mile Bank Building.

### Skin Irritations Quickly Healed

By the Pure Antiseptic  
You will be surprised to see how quickly you can get relief from eczema, rashes, pimples, scales, itching, and other skin troubles. It is the pure cooling liquid LA-VOL. It soothes the skin, soothes and healing the irritated tissues, itching, itching, itching. LA-VOL is clear and soothing. One bottle makes a big skin from red and sore. Made in U. S. A. and sold by all good druggists. (Distributors Muller & Nipper, Macao-Hongkong-Hong Kong).

## Be sure that your food is safe to eat



**KEPT** at ordinary temperatures, foods soon become unfit for use. Even before it possibly can be detected, spoilage is going on. Health is menaced by the rapid growth of harmful germs.

But you can avoid all this—  
with Frigidaire!

This automatic refrigerator provides the low temperatures which halt bacterial activity on foods. It keeps raw and cooked edibles in perfect condition—fresh, pure, healthful—for days on end. It uses no ice. Yet it actually freezes large ice cubes for every meal. Or it

makes dainty frozen desserts whenever you want them—as often as you wish.

Frigidaire operates without attention. It's air-cooled—no water required, no plumbing necessary. It uses just ordinary electric current from a single connection. It's powerful, quiet, depend-

## FRIGIDAIRE

PRODUCT OF GENERAL MOTORS



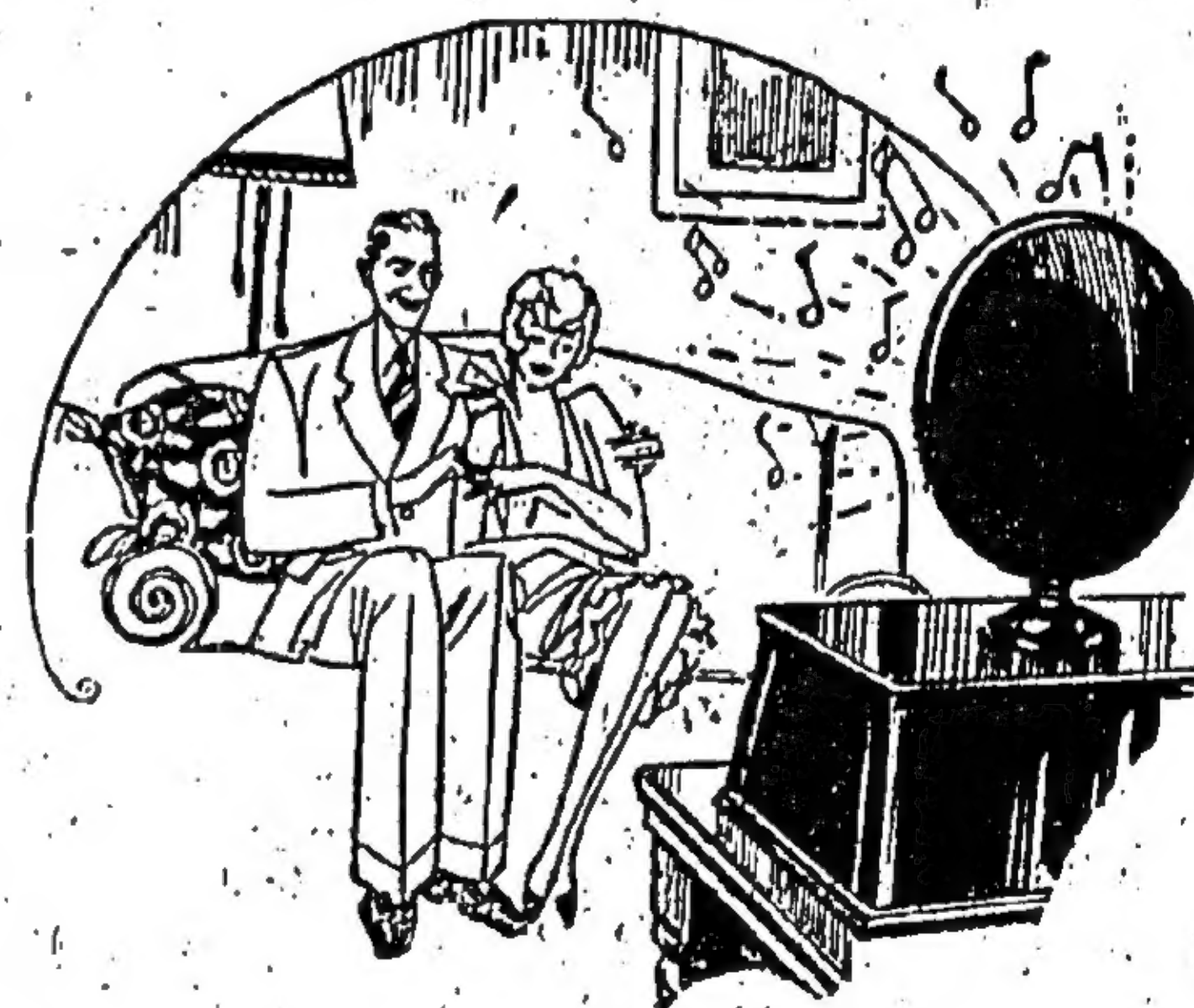
able—efficient regardless of kitchen heat or outdoor temperatures. And its operating cost is remarkably low.

We'd like to tell you more about Frigidaire for your home. If convenient, call at our show room to-day or at your first opportunity.

Sole Distributors for Hongkong and South China:

**DODWELL & CO., LTD.**  
QUEEN'S BUILDINGS.

## "ZBW" — HONGKONG CALLING!



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## GECOPHONE

### WIRELESS SET.

2-VALVE RADIO RECEIVER AND GRAMOPHONE REPRODUCER, COMPLETE WITH VALVES, HIGH AND LOW TENSION BATTERIES, LOUD SPEAKER AND AERIAL EQUIPMENT..... HK.\$125

Arrange with us for a Demonstration.

Full stocks of Accessories, Valves, etc.  
Including screen grid 2 and 6 volt. valves.

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Shipments effected to all parts. Consignments cleared at low rates. Insurance arranged. Invoices collected against delivery of goods. Dry storage accommodation for all kinds of Non-hazardous Goods.

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Accident Insurance Policies issued for any journey. Baggage Insurance effected from departure to arrival at destination. Travellers are recommended to avail themselves of this insurance as Companies accept no liability for loss of baggage.

A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of over 300 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley Street, London.

### THE FAR EASTERN TRAVELLER'S GAZETTE

Obtainable on application.

### THOS. COOK & SON, LTD.

INCORPORATED IN GREAT BRITAIN

(GENERAL FOREIGN PASSENGER AGENTS, PENNSYLVANIA RAILROAD.)

### HISTORIC MSS. FREE OF DEATH DUTIES.

#### SIR JOHN MURRAY'S WISH FULFILLED.

In accordance with a wish expressed in his will by the late Sir John Murray, head of the famous publishing house, portions of a valuable literary and art collection belonging to him have been provisionally exempted from death duties.

Sir John, who left estate of the gross value of £141,924, with net personality £85,000, stated in his will:—

"I have always regarded the collection of books, pictures, MSS., and other objects of historical and literary interest now in my possession as heirlooms, and of the nature of a public trust and responsibility; and whereas I have always done my utmost, and often at great inconvenience to myself, to show a readiness to show them to those—whether friends or strangers—who have desired to see them, and to lend any objects to public institutions or for the use of students, I direct my executors to use every means in their power to get the above named collection exempted from death duties on my death."

"I desire my son to cherish and treat the said collection as I have done, and as far as lies in his power to afford to those who desire to see it the same facilities as I have afforded."

"We have been in negotiation with the Probate Department in regard to the matter," said Sir John's son, Lieut-Colonel John Murray.

"We hope to obtain permanent exemption from death duties in respect of a selection from the collection of objects of special historical and literary interest. Provisional exemption has already been granted."

"The selection includes the original manuscripts of nine or ten of Byron's works, including the whole of 'Childe Harold' and the manuscripts of Robert Burns' diary, Sir Walter Scott's 'The Abbott', and some of Scott's private letters."

"Anak" of Publishers.

"It is impossible to give the value of these and other portions of my father's collection. Their literary and historical interest is enormous."

Many of Sir John Murray's literary treasures were left by his grandfather, the second John Murray, whom Byron called the "Anak of Publishers."

Scott and Byron first met at this John Murray's house in Albemarle-street, and it was here that the manuscript of Byron's "Memoirs" declared to be unfit for publication, was destroyed.

Murray was Byron's publisher, and paid him nearly £20,000 for various poems.

### To Clear Away Pimples.

Pimples, spots and sallow skin arise from internal causes, chief of which are sluggish liver, intestinal inactivity, imperfect digestion. To accelerate the digestive processes and to restore daily regularity Pinkettes are perfection. These dainty little laxative liver regulators quickly clear the system of its poisonous waste materials, banish biliousness and sick headaches, clear the skin, purify the breath.

Of chemists everywhere, at 60 cents the vial.

**PINKETTES**  
The Dainty Little Laxatives.  
TAKE TWO TO-NIGHT  
"You'll feel better in the morning!"

### BRAKES FOR PLANES.

#### HYDRAULIC SYSTEM REDUCES ALIGHTING RUN.

As a result of experiments with a Vickers Rolls-Royce air liner weighing over eight tons, a system of hydraulic brakes, which reduces the run after alighting by more than half, has now been evolved.

The braking of aeroplanes has been a difficulty because of the machines tilting forward when the wheels are suddenly checked.

The new hydraulic system overcomes this difficulty, and the first big air liners to have brakes as standard equipment, a flight of triple-screw D.H. Jupiter machines for use on Australian airways, are now being built in England.

**A BROKEN DOWN SYSTEM.**  
This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break down, as it were, of the vital forces that sustain the system. No matter what may be the cause (they are almost numberless), its symptoms are much the same: the most prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary activities of life. Now, what a tonic is a healthy essential in all such cases is increased vitality—vigour, vital strength and energy to throw off these morbid feelings, and as night succeeds the day this may be more suitably secured by course of **THE NEW FRENCH REMEDY, THERAPION No. 3**

than by any other known combination. Securely as it is taken in accordance with the directions accompanying the bottle, it is a most effective remedy for **THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH**, and a new vitality imparted in place of what had been lost. This wonderful medicine is suitable for all ages, constitutions and conditions, in either sex; and it is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this recuperative tonic, which is destined to cause the oblivion of everything that had preceded it for this wide-spread and numerous class of human ailments. For further particulars, apply to your nearest chemist or to the Proprietors, Dr. J. L. L. & Co., 11, Rue de Valenciennes, Paris, France.

### Summer is Approaching.

With

## Century FANS

Comfort is assured.



Buy one To-day

While Stocks Are Available.

Obtainable from all dealers

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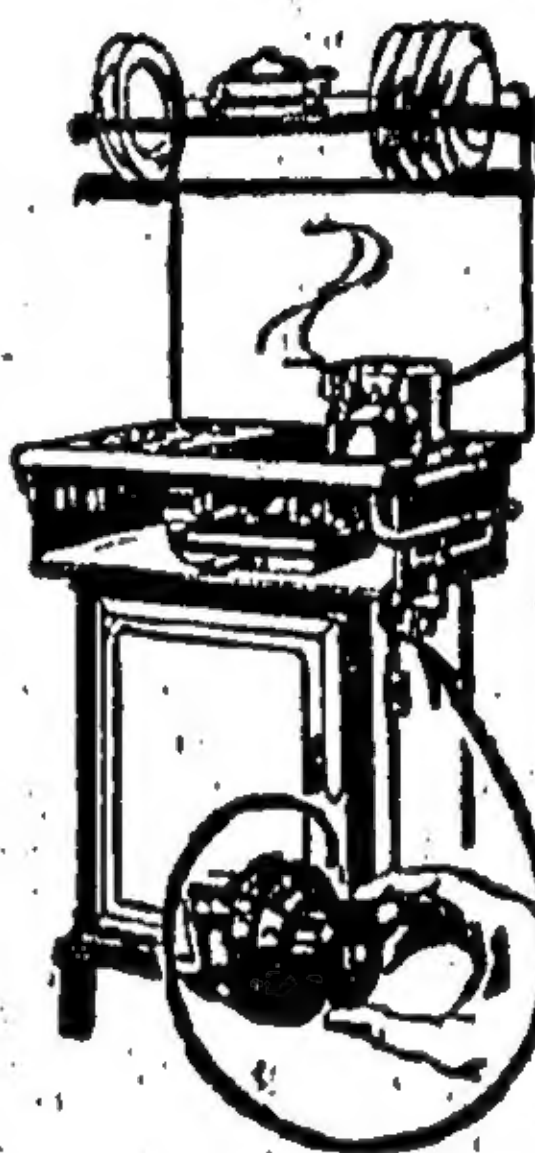
## COOK BY GAS

IT IS

BETTER  
QUICKER  
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MORE ECONOMICAL



Inspect the latest Gas Cookers at our  
Showroom in Ice House Street. Ask for  
full particulars and demonstration.

### HONGKONG & CHINA GAS CO., LTD.

West Point and Jordan Road, Kowloon.  
Telephone C. 47.

## NUGGET Boot Polish

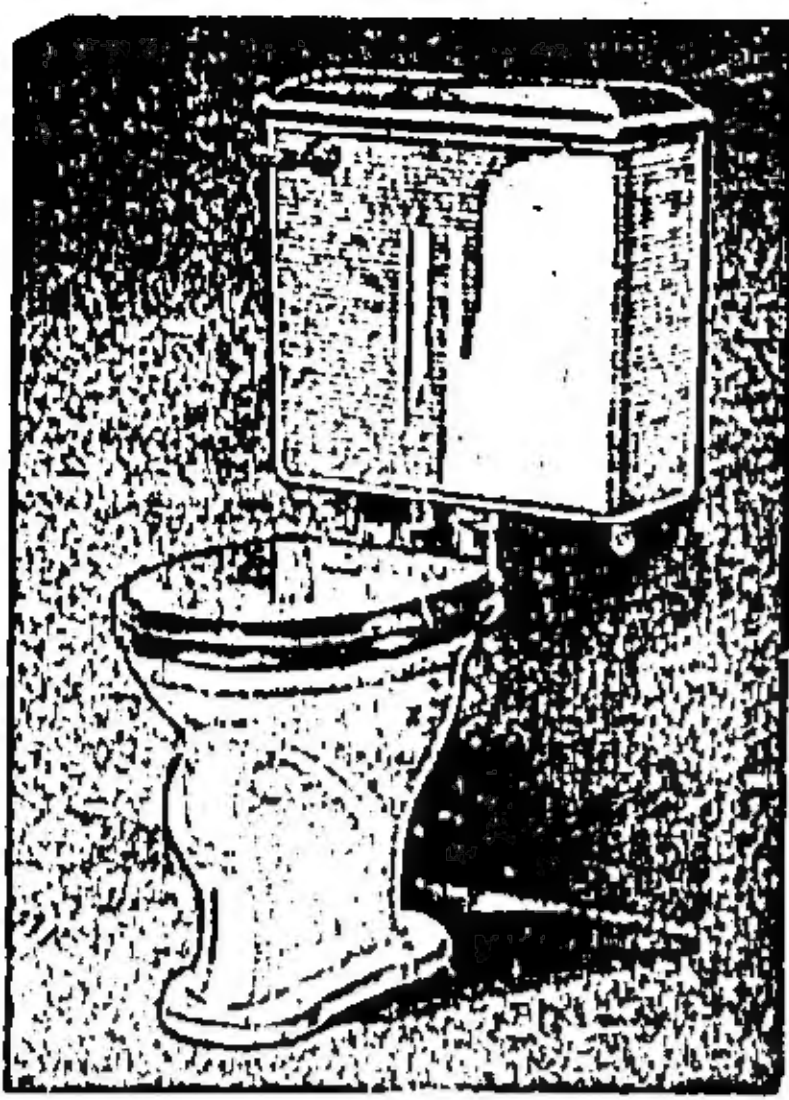


"Good morning Miss Shoe, you  
look positively charming."  
"A personal reflection, I assure  
you, Mr. Nugget."

A.P.B.







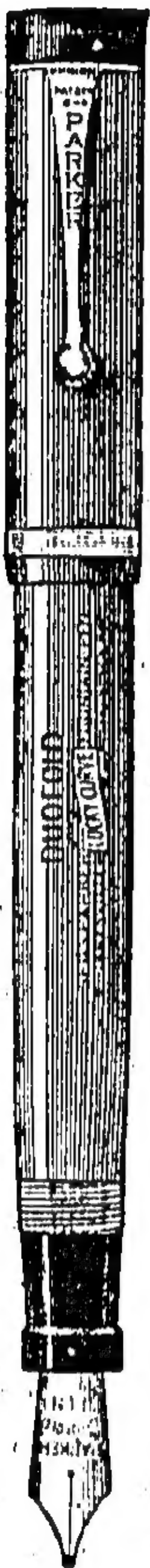
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Parker Duofold helps people beat the average by doing its daily work visibly better than the average pens.

And as with this pen, so it is with men. The market for Excellence is ever active. The world has a standing order for Distinguished Service.

If you're the timber that Success is made of, go try the pen that can speed you on your rise.

A pen with an Over-size barrel made of Non-Breakable Permanite instead of rubber, as formerly. Its point is guaranteed 25 years not—only for mechanical perfection but for wear!

See this distinguished pen at the nearest pen counter. But look for the imprint "Geo. S. Parker," so flattering imitations can't deceive you.

Sole Wholesale Agents:

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For the Best  
**LOCAL VIEWS**  
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Go To  
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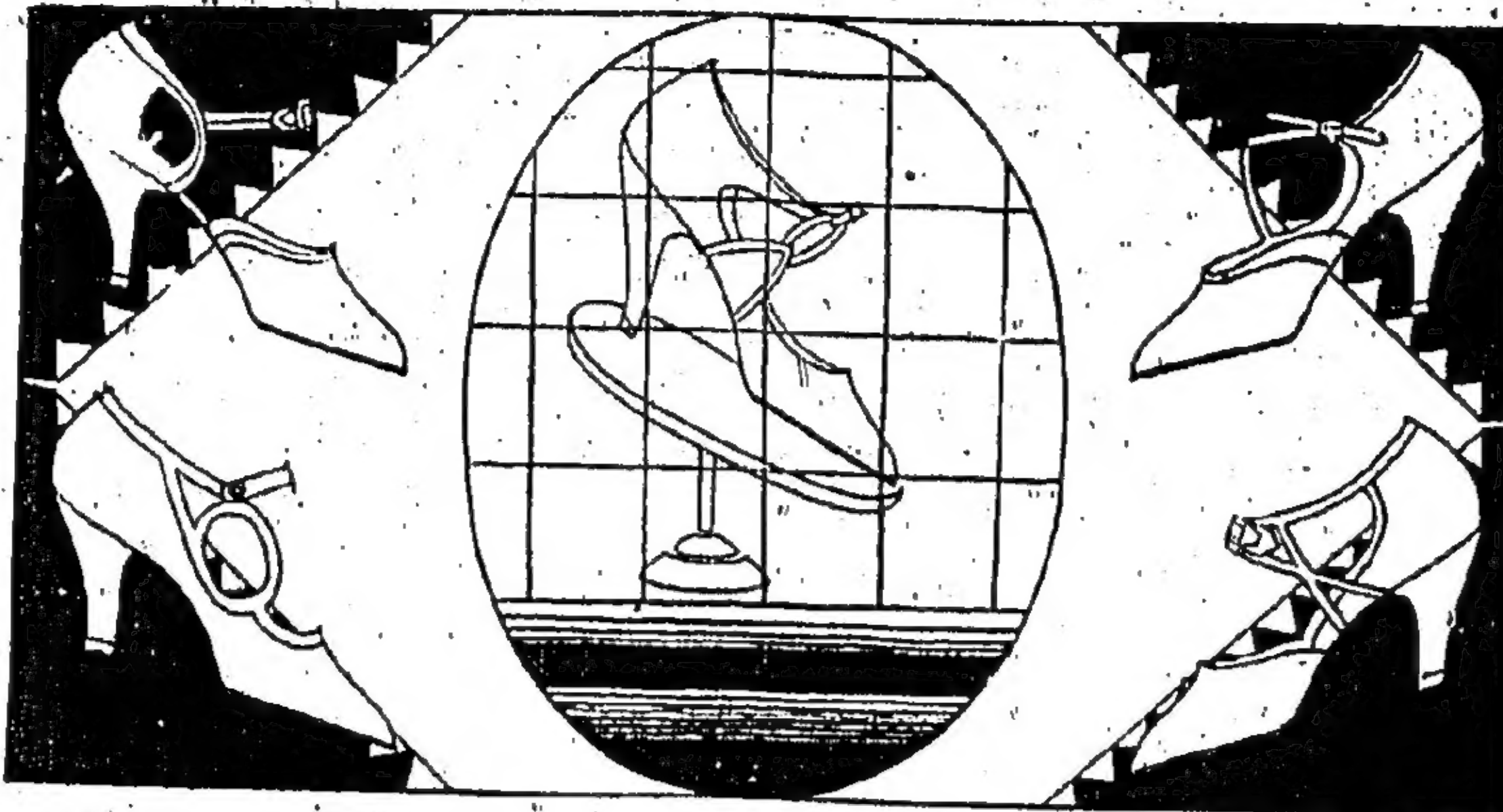
It is officially stated that a certain number of boys are employed in the danger zone at Woolwich Arsenal, but not on work more likely to lead to an explosion than if older men were employed.

Mr. Christopher Harris, an undergraduate of Trinity College, Oxford, who wagered that he would walk from London to Oxford—54 miles—in 18 hours, won his wager, with ten minutes to spare.

## WOMAN'S WORLD

FOR OUR LADY READERS

### Novelty the Keypnote of Feminine Footwear.



For Summer there is no mistake about it—Footwear for the well-dressed woman must harmonize with the other articles of fashionable appeal offered by modistes and milliners.

And no pains have been spared to produce new models in fabrics and leathers, shades and designs that will make it possible to carry out this fastidious note.

So many different patterns and materials are shown that we are at a loss to know which comes first in Fashion's favour. But perhaps the most interesting are the crepe de chine and beautiful, colourful fabrics that are featured for evening wear during the coming season.

There are designs with two colours and others with several. One interesting design called "Romance" shows two lovers surrounded by flowers; another

model shows a hunting scene and a man on horseback. And there are others with flower patterns and squares.

The crepe de chine slipper, an especial favourite comes in brown and tints combined with gold piping for afternoon and evening wear in high heel, trim strap models that are extremely dainty and effective.

As the season approaches kid looms upon the horizon as of outstanding importance. Tones of beige and brown are perhaps in the limelight, although various other shades and black are represented. All brown shades are still popular, and Lido and the sand tones are also in this group.

Among other important leathers shown for street and sports wear are reptile skins, boroso and lizard. In the plain, grains colours are black, grey, beige, brown and

cocon. Python is a novelty of the season and appears in trim effect dyed to match the colour of the shoe.

Sport shoes also appear in black and white and beige and white, with now and then more striking combinations in lighter greens and sulphur shades which seem to be considered the correct accent for white, green and deeper yellow tones.

Among designs there is the greatest variety, the models ranging from high, one-strap types to instep straps, cutouts, shank models and step-ins.

With this collection to choose from—and many more—it is predicted that the modern woman will have no trouble living up to the latest dictate of fashion which prescribes that she shall have not only beautiful shoes—but shoes in fine harmony with her costume.

### Beauty Hints.

#### A NEW MAKE-UP.

The Mayfair beauty salons have been very busy these first fine days of spring.

"I am giving new make-up to nearly every client," a Dover-street specialist said. "First of all, a new powder is needed because the lighter shades used in winter look rather pallid in a warmer light. Many women are using a *mauve* or *rose* or a dark *natural*, two new tints which give a healthy bloom to the complexion without being definitely 'sunburnt'. Orange shades are avoided by women who wear yellow frocks or sports suits, and a more pinky shade is chosen by those who favour turquoise-green.

Toning Down the Lips. "Lipsticks are being toned down. Vivid ones look too garish in the sunlight, and any suggestion of plum colour should be avoided. I always recommend a lipstick and rouge to tone with the powder.

"Eyes must now be carefully treated. Accentuated blue or black dusting of the eyelids is a mistake I often notice these fine days, when it is mercilessly 'shown up'. This part of the make-up should be very discreetly done.

"General Cleansing" Treatments. "Most of my clients have been making appointments for a general cleansing treatment, for any greasiness or slight impurity is evident when the sun shines. This is followed up by home-treatment with a special cleansing pore-wash followed by a good astringent lotion.

### When going South.

"Some women are going to Madeira, to Sicily, or on Mediterranean cruises after a bout of influenza. I am giving them a special dark powder, and as sudden changes of temperature are sometimes bad for the skin they are advised to protect their complexions with a lotion containing oil."

### The Latest.



Ambassador stripes distinguish many of the new bathing suits. This one of white wool is embroidered with heavy worsted in yellow, green and blue.

### Fashion Notes.

#### STRAW HATS FOR SUMMER.

Already the news is current that straw is one of the most important materials for a summer hat. Straw and nothing else. But, mark you this is for the brilliant days of real summer, rather than for the first days of spring.

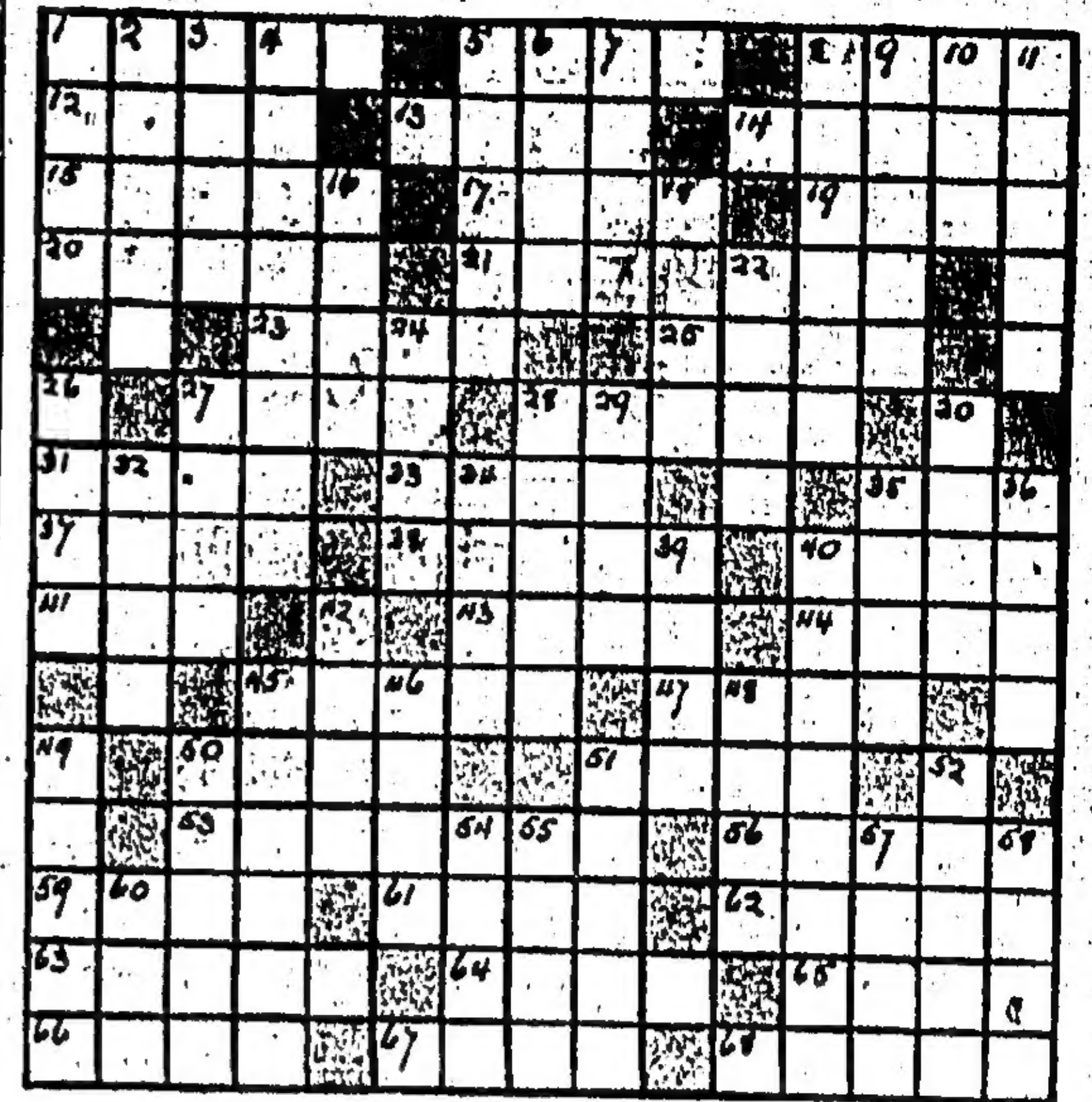
For spring there will be many combinations, as well as, *gro-grain*. As for felt, well, it seems that we shall never get away from that lovely soft material as a basis for at least one of our smartest hats.

Coming to shapes, there is the *loque* for summer and spring too. And the hat with the diadem also. There are also small-headed hats, with a tiny hint of a brim, and others with quite well-defined brims.

The latter are the medium sized hats meant for wear with a fluffy frock; berets keep in the mode, and so do skull caps. Hats trimmed with two gathered bands of *mouseline-de-soie* are popular, and felt hats trimmed with straw are the latest thing.

Sometimes flowers are seen. They are so feminine that women cannot help liking them, but leaves are the last word when trimming is concerned. A hat seen the other day, a small toque made entirely of marigolds, was exceedingly attractive, and another in grass-green straw, a hat of the *capeline* order, trimmed with leaves in several shades, looked cool and summery. Sky-blue soft felt, made into various shapes, seems to be very popular.

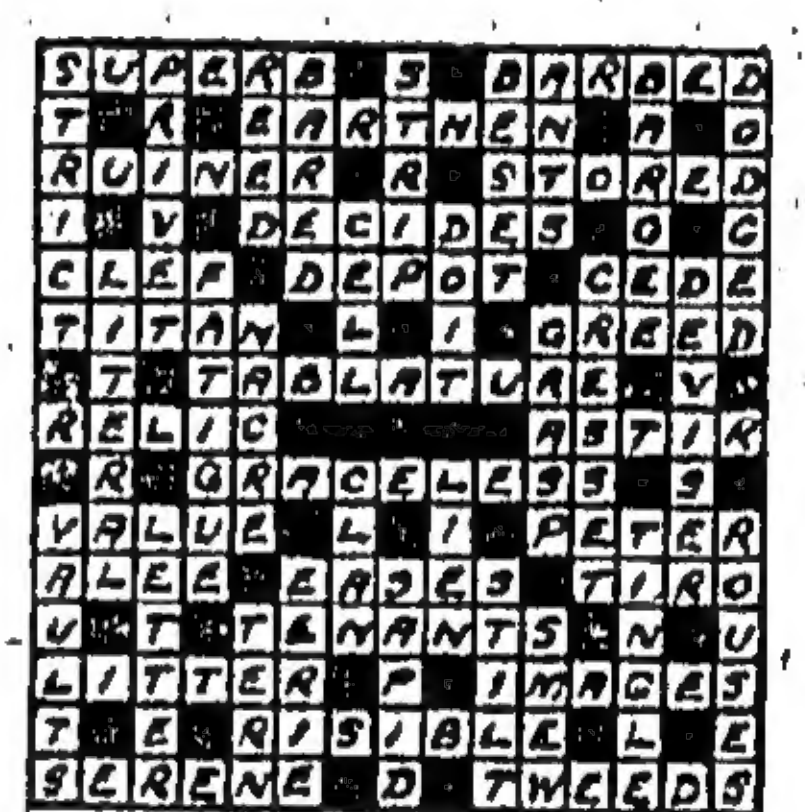
### OUR NEW BRITISH CROSSWORDS.



Across  
1 Rubbish.  
5 Thrash.  
8 Emancipate.  
12 Decline.  
13 Wild animal.  
14 Silly person.  
15 Take unto oneself.  
17 Torment.  
19 Poles.  
20 Where the Ten Commandments were received.  
21 Daubed.  
23 Beret.  
25 Smaller.  
27 Trim by shaving.  
28 Perspire.  
31 Plunder.  
32 Short letter.  
37 Near the ground.  
37 Where minerals are dug.  
38 Repairs.  
40 Rod.  
41 Deceitful.  
42 Time.  
43 Tug.  
45 Close embrace.  
47 Mince.  
50 Verbally.  
51 Young bullock.  
53 Sailing race.  
56 Step.  
59 Well-known substance.  
61 Residence.  
62 Beautiful duck.  
63 Ringlet.  
64 Parched.  
65 Headland.  
66 With.  
67 August.  
68 Glider's tool.

8 Large wood.  
9 Square measure.  
10 Old age.  
11 Attempt.  
16 Row.  
18 Nine-pin.  
22 Quantity of paper.  
24 Ward off.  
26 Charity.  
27 Small horse.  
28 Duprise.  
29 Travel.  
30 Tune for one.  
32 Greasy.  
34 Cereal.  
35 Noose.  
36 Walked.  
39 Denomination.  
40 Scheming.  
42 Banner.  
45 Mark by folding.  
46 Exclamation of woe.  
48 Stockings.  
49 Bertha.  
50 Command.  
51 Glossy cloth.  
52 Consecrated.  
54 Side in a game.  
55 Vetch.  
57 Notion.  
58 Gaelic.  
60 Mineral substance.

#### Yesterday's Solution.



### 'COL. BARKER' ACCUSED OF PERJURY.

SUMMONS GRANTED BY MAGISTRATE.

London Mar. 14. Mrs. Lillias Valerie Smith, who masqueraded as a man for six years, has been summoned by the Director of Public Prosecutions to appear at Marylebone Police Court to answer a charge of perjury.

The proceedings arise out of an action brought by Mrs. Edith Maud Roper Johnson for the recovery of £314 6s. 9d., the balance due on the sale of a restaurant business in Litchfield-street, Westminster.

In the summons, which is made out in the name of Mrs. Lillias Valerie Smith, it is stated that:—"You did in and for the purpose of an action in the King's Bench Division, High Court of Justice, between Edith Maud Roper Johnson, plaintiff, and Victor Barker, defendant, commit wilful and corrupt perjury in a certain affidavit, entitled in the said action, in that you swore that you were truly named Leslie Ivor Victor Gauntlett Bligh Barker, and were a retired colonel in his Majesty's Army, and

had been an officer in a cavalry regiment during the late war, and acted as mess officer in officers' messes in the late war, contrary to the Perjury Act 1911, section 1."

The summons was served on Mrs. Smith at her home in London yesterday, and is returnable at the Marylebone Police Court. She at once instructed Mr. Frank Palmer, solicitor, to appear for her defence, and spent a considerable time with him shortly after receiving the summons.

Mrs. Johnson was the proprietress of the restaurant in Litchfield-street, Westminster, prior to Mrs. Smith taking it over. It was in connexion with this restaurant that the bankruptcy proceedings were taken which put an end to the masquerade.

These proceedings were instituted by an assignee of a judgment debt obtained by Ubique Film Sales, Ltd., for £103 14s., for rent and insurance on the restaurant premises.

Mrs. Smith did not put in an appearance at the Bankruptcy Court, and was arrested by the Tipstaff while at her employment at the Regent Palace Hotel. She was taken to Holloway Prison, and later released.

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ONE!

CAN IT BE THAT OSCAR WAS REALLY SERIOUS ABOUT FLYING TO ARABIA IN THIS AIRPLANE OF HIS? IT LOOKS VERY MUCH LIKE IT!

### A Mystery Flight?

By Blosser



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EAU DE COLOGNE  
TRIPLE EXTRACTAn exquisite and refreshing  
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for the hot weather.Made in Raglan Style com-  
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HONGKONG & SOUTH CHINA

## BIRTH.

SELLARS.—On April 12, at the  
Peak Hospital, to Mr. and  
Mrs. George W. Sellars, a  
daughter.

## DEATH.

REMEDIOS.—At his residence,  
No. 308, Nathan Road, Kow-  
loon, on April 13, 1929, at 2.50  
a.m., Sigismundo Victor dos  
Remedios, aged 75 years.  
Funeral will pass the Monu-  
ment at 5.30 p.m. to-day.  
(Machu and Shanghai papers  
please copy).The  
Hongkong Telegraph.

SATURDAY APRIL 13, 1929

## RADIO "PIRATES."

We wonder how many radio "pirates" there are in Hongkong—that is, owners of wireless sets who listen-in and never pay a cent for the privilege? The number probably runs into many hundreds. If we put the actual payers of radio-set licences in the Colony, amateurs, we mean, at about three hundred, we shall probably be quite near the mark; yet it has been computed that there are fully two thousand amateurs here in possession of sets. In other words, by far the larger proportion get the broadcast programmes free of charge, leaving the honest minority to pay. This is neither fair to those who pay the licence fees nor to the Government which does the broadcasting.

This same question has recently been raised in Shanghai, where it has been suggested that users of crystal sets and those who make do with indoor or frame aerials may be tempted to think that their modest apparatus should be exempt from licence fees. But the subscription is due from these people just as much as from those with more elaborate sets, and it only means that the private with the crystal set or indoor aerial is rather more difficult to run to ground. A correspondent, commenting on this matter, says that in most cases where "fee-dodging" is deliberate, the actuating motive is the same as that of the man who goes to great pains to get the better of the Income Tax authorities, who takes the risk of riding first-class with a third-class ticket, or who chorales with delight when he receives too much change on making a purchase. "But," to use the words of the correspondent, "to endeavour to obtain twelve months' broadcasting service for nothing, isn't really funny; to succeed isn't really clever. The private is, in fact, obtaining his amusement at the expense of those who do pay the extremely moderate

fees, and he is conceivably holding back the development of the service by withholding his fees." These remarks are just as applicable to Hongkong as they are to Shanghai, with the added difference that the fee charged here is only half what it is in the Northern settlement.

Considering the manner in which the Government is seeking to extend broadcasting here, it must be obvious that the expenditure on the service in all its aspects is far greater than the income from licence fees. It is equally clear that the more money received in fees, the better programmes will it be possible to arrange. Therefore it is in the amateur's own interest to do the honest thing. In any event, the fee, five dollars per annum, is so small that any radio amateur can easily afford to pay it. The danger is that the Government may judge the measure of public interest in broadcasting by the number of licensed owners of sets, and restrict its services accordingly. If all come in, there will be a far bigger inducement to go forward with new developments. We are at the moment only referring to the "entertaining" side of broadcasting. There are, of course, other aspects of this question of much greater importance, especially in the possibilities that are opened up for propaganda. But this is quite another matter. We may see developments along this line as time goes on. Suffice it at the moment, to urge on all who listen-in to do their part by contributing what is due to those who are putting out the local programmes.

## Disarmament.

If the practical results of the frequent previous meetings of the nations at the Preparatory Commission for the Disarmament Conference are to be taken as the normal expectation for the future, Lord Cushendun is justified in leaving for Geneva with a long face. The principal British delegate was most pessimistic in an interview yesterday just before leaving London, saying he did not think the prospects of agreement very rosy. He did not despair of getting a move on, though he said that no-one seemed to see quite how it was to be done. From another point of view, however, Lord Cushendun's attitude is rather curious. It is more than a year since the Commission last met, and in the interim there has been an important development in international relations, hailed as a great stride forward in the cause of world peace, but which must be comparatively valueless if it is unable to influence disarmament delegates to make concessions on controversial issues. We refer, of course, to the Kellogg Pact for the renunciation of war as an instrument of national policy. Not only has the Pact been signed or adhered to by practically every nation in this supposedly civilised world, but a great majority of the Governments concerned with the acceptance of the Pact have carried out the necessary ratification. If this is progress, and not a mere gesture, it would seem to be logical that those same nations gathered together in the cause of disarmament should be able to find some formula for the reduction of armaments acceptable to all. One of the principal items on the agenda for the Commission, which opens its sessions on Monday, is the Russian proposal for complete disarmament over a period of four or five years. It is generally admitted to be impracticable, but it would be more consistent with the Kellogg Pact than a retention of full strength in armaments. Lord Cushendun appears to have no definite proposals to make, judging by the tone of his comments, but we trust the British attitude is less negative than it seems.

Errata.—In our Pictorial Supplement to-day, E. C. Fincher is wrongly described as having won the tennis semi-final when he met M. W. Lo. In point of fact, Lo was the victor and he yesterday succeeded in winning the championship 1910 in his match with S. A. Rumbold.

## DAY BY DAY.

YOU NEVER LEARN ANYTHING  
FROM THE MAN YOU AGREE WITH.Paymaster Lieut. Commander  
W. D. Stewart has been appointed  
to H. M. S. Bee.Tenders are being invited for the  
construction of sewers on the Praya  
East Reclamation.The name of Cheng Yik-kwan has  
been added to the register of chem-  
ists and druggists.Colonel D. McHardy and Mr.  
and Mrs. Bowes Smith arrived yester-  
day from Shanghai on the  
Naldera.H.M.S. Cleopatra will leave  
Hongkong for England on April 23  
instead of April 30 as originally ar-  
ranged. She is now due at Sheer-  
ness on June 12.During the quarter ended March  
31st, there were 87 samples taken  
under the Sale of Food and Drugs  
Ordinance. All were genuine ex-  
cepting one of flour.His Excellency the Governor has  
appointed Mr. Chau Tsun-nin to be  
a Member of the Sanitary Board  
for a term of three years, vice Mr.  
Tao Seen-wan, O.B.E., M.L.D.The list of members and asso-  
ciates of the Royal Sanitary In-  
stitute appointed this month in-  
cludes the name of Mr. James Ivor  
Barnes, Hongkong, as an Asso-  
ciate.The Silk forwarded from Hong-  
kong by the Empress of Asia on the  
20th March arrived in New York  
(St. John's Park) on the 10th  
April, having been 21 days in  
transit.Tenders are being invited for  
extensions to the Police Recreation  
Club at Happy Valley. The work  
consists of extension of the Club  
Rooms and the erection of a new  
verandah.On the 22nd inst. there will be  
sold at the P.W.D. office New Kow-  
loon Island Lot 1217, situate at  
Cheung Sha Wan. It has an area  
of about 1,224 square feet, and the  
upset price is \$735.To-day's naval movements include  
the arrival of H.M.S. Aphis at  
Shanghai from the Yangtze, that  
of the Cornflower at Chefoo from  
Wei-haiwei and H.M.S. Magnolia at  
Wei-haiwei from Chefoo.Passengers arriving by the a.s.  
President Madison included Mr. and  
Mrs. W. M. Gillins, Mr. and Mrs.  
Nolasco da Silva, and Mr. and Mrs.  
Francis W. Payne. Mr. Payne is a  
well-known American financier on  
his way round the world.Late on Wednesday night, two  
robbers, armed with knives, raided  
the Ying Chung grocery, in the  
village of San Ah, Shataukok, and  
stole money and jewellery to the  
value of \$46. They also took away  
a single-barrelled shot gun belong-  
ing to the proprietor, and valued at  
\$45.It is notified that vessels are pro-  
hibited from mooring to the  
seawall in Yaumati Typhoon  
Shelter between a position  
150 feet to the north of  
the Government Slipway Pier,  
where a notice board has been erect-  
ed, and the Government Slipway  
Pier.There was some delay in getting  
the prisoners from the cells into  
the dock at the Police Court this  
morning, and Mr. E. W. Hamilton  
told the interpreter to inform the  
policeman in charge of the dock  
that the surest way to find himself  
back in the street again was by not  
having the prisoners arrayed in  
the dock in time.Mr. S. Muggidge, of the Naval  
Store Department, Naval Yard,  
was the recipient on Thursday  
evening of a handsome silver ser-  
vice on the occasion of his im-  
pending departure on promotion to  
Invergornton, Scotland. Mr. E. A.  
S. Hayward, Naval Store Officer,  
made the presentation to Mr.  
Muggidge on behalf of the staff  
and friends in the Dockyard, and  
wished Mr. Muggidge all success  
in his new appointment.

The health bulletin of Eastern  
ports for the week ending April  
6 gives the following cases,  
figures in parentheses indicating  
deaths: Plague: Bassein (1),  
Rangoon (3), Phnom Penh (1),  
Cholera: Bassein (29), Bombay  
(1), Calcutta (89), Moumein (1),  
Rangoon (1), Pondicherry (1),  
Bangkok 11 (4), Phnom Penh 1 (1),  
Saloon (1), Small-pox: Aden 9  
(3), Basrah 5 (1), Bombay 86  
(45), Calcutta 28 (19), Karachi  
(48) (38), Madras 104 (26), Mou-  
mein 5 (1), Negapatam 2 (1),  
Rangoon 2, Tientsin 21, Vian-  
napatam 14 (3), Pondicherry (1),  
Macassar 2 (2), Belawan Deli 1,  
Samarinda 1.

## IN NATURE'S REALM.

"Sing a Song of Seasons."

Now that I have sat down to my  
typewriter to put this article into  
a final script which will be read-  
able to others I find myself  
intrigued by the question (arising  
out of my study of the topic under  
consideration) as to what there is  
about the climate of Scotland that  
should make her poets give special  
attention to the seasons. Being  
Lancashire-born I may be said to  
be near-Scotch. But I find this  
fact alone of little avail in  
answering the question just men-  
tioned. Perhaps a wider reading  
of literature on my part might  
prove that there is no question  
involved. My own experience,  
plus the reading of a poem by  
Tayore, would lead me to think  
that this specialized interest in the  
seasons might most readily be  
looked for in the poets of India  
and America. But my investiga-  
tions thus far have brought me  
mostly into contact with Scots.

My interest in the topic was  
awakened when I happened recently  
to come upon the poem by  
Robert Louis Stevenson on  
"Autumn Fires." Noting the  
glory of autumn he is led, by a  
natural progression, to think of  
the beauty of each separate sea-  
son. He is moved, not only to  
ecstasy, but to expression. He  
would have men

"Sing a song of seasons!  
Something bright in all  
Flowers in the summer,  
Fires in the fall."

Having made such a good start  
toward the fulfillment of his own  
desire I was in hope that Steven-  
son would have carried his task  
to an adequate fulfillment. But  
I find it was not so. With regard  
to this theme he stopped ere he  
had well begun. Apart from a  
whimsy or two in his "Child's  
Garden of Verses" he has little  
more to say on the matter. What  
he might have done is indicated  
in the fine prose he has written  
here and there about the seasons.  
Lovers of Stevenson will recall his  
fragment on "A Winter's Walk in  
Carrick and Galloway," and also  
his essay on "An Autumn Effect."  
But these are not songs!

Then I recalled that another  
poet of Scotland, living long  
before Stevenson, had attempted  
that for which Stevenson called.  
A poem written two hundred years  
ago must have rare virtue if it find  
many readers in our time. Thom-  
son is not a poet much spoken of  
in this day. When I was a lad  
it was the same. The greater  
worth of Wordsworth was the fact  
that counted. Thomson was  
accounted a minor poet. I passed  
him by that I might the more read  
in Wordsworth, the major poet.  
You will notice that I say "in,"  
not "through." Wordsworth. I  
remember to this day the patience  
and persistence with which I  
worked at "The Excursion." It  
was no holiday for me. Yet it  
may be that this very discipline  
in my youth made it possible to  
read with ease and pleasure  
through (apart from certain judi-  
cious skipplings here and there)  
"The Seasons," by Thomson.

It interested me to notice that I  
had come to the reading of this  
poem (or rather series of poems)  
just at the time of their bicen-  
tennial. Not many poems,  
especially if they be of the longer  
sort, have such survival value.

For what this poem accomplished  
makes it worthy not only of being  
remembered, it deserves a re-read-  
ing. In my reading I found joy  
in the poem for its own sake.  
This man Thomson had a rich gift  
for felicitous phrasing which com-  
mands appreciation even as one  
notes his inability to write sus-  
tained poetry. Poetry carried to  
a "great length" seems always to  
tend to run to prose. Reading  
Thomson one is arrested by  
phrases about "the bright seve-  
rity of noon," "the river dimpling  
along." Concerning the con-  
course of sounds which one finds  
in the out-of-doors he tells us that  
"all this waste of music is the  
voice of love." Try that after a  
spell at Hardy. You will appre-  
ciate Thomson the more. Here  
is more than a felicitous expres-  
sion; here is the revelation of a  
deep faith.

I have heard many preachment  
relative to the character-devel-  
oping worth of "hard words" but  
Thomson says in three words what  
it takes some men thirty minutes  
to express. "By hardship  
sinew'd" says much in little. I  
found myself enjoying the mani-  
fest keenness of the poet's eye.  
In the portion given to Spring  
he tells in a fine descriptive way  
the story of the sweet processional  
of the early year. I notice that  
Stopford Brooke thinks that the  
detailed descriptions which Thom-  
son gives of nature are "too much  
catalogues." The analogy did not  
come to me in my reading of the  
poem. My opinion would lean  
more to that of Cowper, who said,  
"Thomson (is) admirable in  
description." My own conclusion  
regarding his felicitous phrasing I  
find re-enforced by Tovey who  
wrote concerning Thomson that  
"he has many audacities and many  
felicities of expression, and en-  
riched the vocabulary even of the  
poets who have disparaged him."

In singing his song of seasons  
Thomson did more than write a  
poem, he gave a new bent to  
poetry. It is easy for poets to  
forget their own ancestry, much  
easier is it for their readers. Yet,  
remembering that these are the  
bicentennial years of the writing  
of "The Seasons," it does not come  
amiss to give emphasis to the fact  
that our present attitude to nature  
is largely due to Thomson's  
manner of writing about the sea-  
sons. The judgment of Words-  
worth, while perhaps a little too  
sweeping, is worthy of recollection  
here. Wordsworth wrote:

"It is remarkable that, excepting  
the Nocturnal Reverie by Lady  
Winchelsea, and a passage or two  
in the Windsor Forest of Pope,  
the poetry of the period between  
the publication of Paradise Lost  
and the Seasons does not contain  
a single new image of external  
nature; and scarcely presents a  
familiar one, from which it can  
be inferred that the eye of the  
poet has been steadily fixed upon  
the object."

"Nature" then was a poet's in-  
vention. Thomson brought to  
nature a seeing eye and a descrip-  
tive pen. It was a touch of  
genius that he came to present  
her in four aspects. Thus to him  
came the high honour of being  
"the first poet who deliberately led  
the English people into that soli-  
tary world of natural description."  
(Continued on Page 9.)

51  
COMMON ERRORS  
IN BRIDGE  
AND HOW TO  
CORRECT THEM  
by H.W. Wentworth67. FAILURE TO USE IN-  
FORMATION GAINED  
FROM BIDDING

North (Dummy)—  
♠ 9 3 2  
♥ A Q 4  
♦ K Q 10 7 3  
♣ A Q

West—  
Leads ♠ 6

East—

South (Declarer)—  
♠ Q 7 7  
♥ K 10 5  
♦ 9 8  
♣ J 8 6 5

The Bidding: Rubber game.  
Score North and South—24; East  
and West—20. North bids one  
diamond. East bids one spade.  
South bids no-trump. West bids  
two spades. North bids two no-  
trump and all pass.

Deciding the Play: Spades are  
opened and Declarer wins on the  
third round. What suit should  
now be played?

The Error: Declarer leads 5 of  
clubs and finesses Queen of clubs.  
Bridge is based upon the law of  
probabilities. The likelihood is

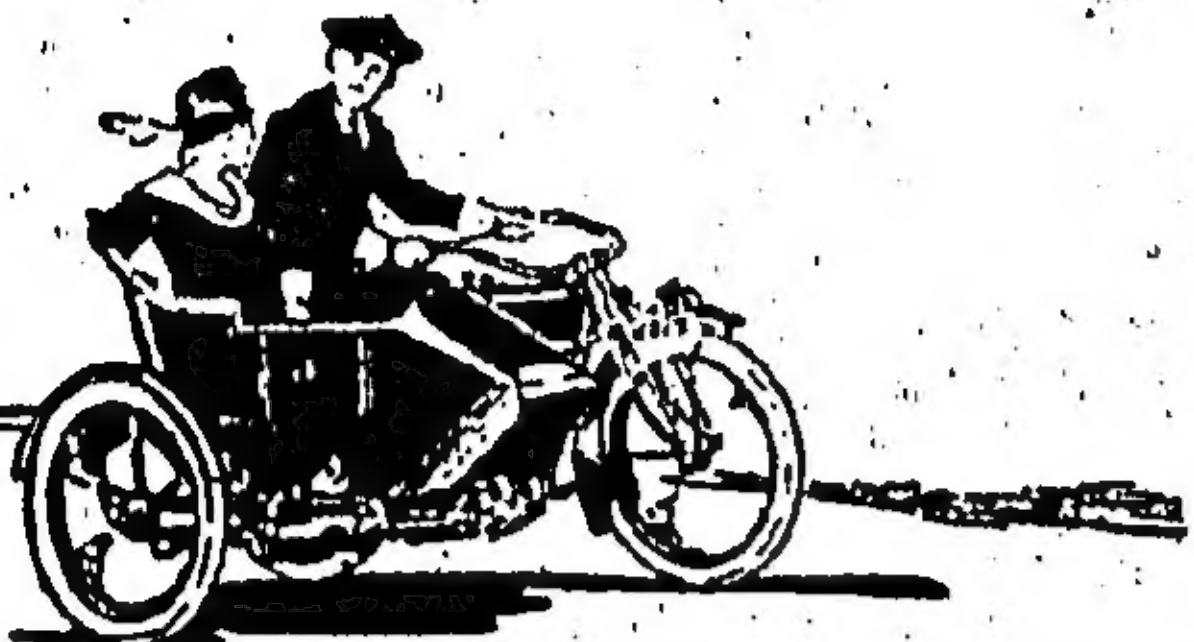
that West holds Ace of diamonds.  
East may or may not hold King  
of clubs. There is no necessity of  
taking an unnecessary risk.

The Correct Method: East's bid  
was defensive and made with the  
score in mind. It denoted length  
in spades and possibly Ace of  
diamonds or King of clubs.  
West's raise, however, must have  
been based on an outside trick  
and the only outside trick could  
be Ace of diamonds. Declarer  
must not permit East to obtain  
the lead. Declarer therefore  
determines to lead diamonds. De-  
clarer wins this trick with Queen  
of diamonds and returns to his  
hand with King of hearts. The  
8 of diamonds is now played and is  
overtaken by West with Ace of  
diamonds. No matter what card  
West plays thereafter, Declarer  
is certain of making contract pro-  
viding he takes no finesses. If  
West had not played Ace of dia-  
monds, the King of diamonds  
would have been played from  
Dummy and diamonds continued  
so that East could not obtain the  
lead.

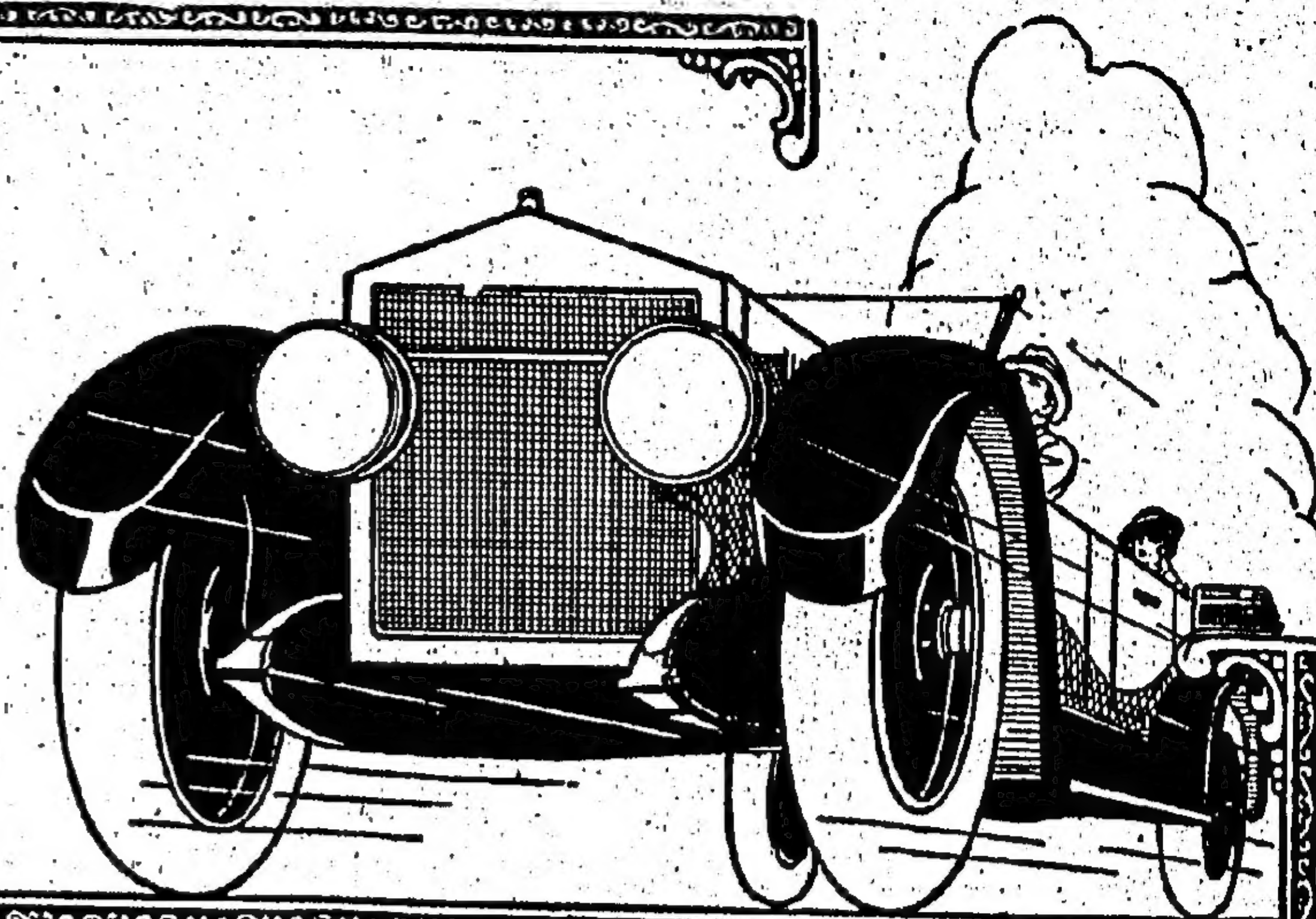
The Principle: The suit to be  
played may often be inferred from  
the bidding.



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SATURDAY, 13th APRIL, 1929.  
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## AN INSIGHT INTO THE LAWS OF MASS PRODUCTION.



The secret of mass production at low cost, as practiced in the automotive business, is the secret of strict adherence to a series of "laws of production" laid down by economists only a few years ago.

These laws and how they have been observed in such plants as Ford, Chevrolet and others were reviewed by Prof. Younger, professor of industrial engineering at Ohio State University, at a recent meeting of the Society of Automotive Engineers. Professor Younger has made a study of these laws, especially as they applied to Ford production, but they can be found working in the plants of Chevrolet and other manufacturers who produce their automobiles on an extensive scale.

Here they are:

1. Concentration upon the manufacture of a single product.  
2. Keeping each article distinct.

3. Extensive use of conveyor systems.  
4. Subdividing work so that each worker has only one or very few operations to perform.

5. Providing the required quantity of material of the specified quality at the required time and place.

6. Assigning a definite amount of work to each man to be done in a given time.

7. Wage payment on the straight day-rate.

8. Acquisition of sources of raw materials.

9. Reduction of inventories of materials in stock and in process.

Everything Kept Moving.

10. Declining intermediate profits on processes between raw materials and finished product.

11. Keeping materials and parts in rapid motion to assure quick turnover.

12. Using machine tools that give the lowest production cost and require the least human control.

13. Employment of machines that perform several operations at the same time with the same amount of labour as for one operation.

14. Sending machines to the overhaul shops at regular periods.

15. Recognition of the fact that obsolescence of a product is more powerful a factor than depreciation by wear of the producing machinery.

Every Move Determined.

The importance of each of these steps in mass production Professor Younger points out by a few examples. For instance, he relates the manufacture of electric stations in a factory at Mansfield, O., and the care taken in placing the base of the iron in an exact position on the conveyor. If the base were placed in any way other than the one marked out for it, an extra operation in handling would be necessary.

Along the same line, in the factories where our mass production



These two views of processes in Ford manufacture are typical of mass production methods in other factories as well. Top photo shows how machines in rows concentrate on one operation, seam welding of gas tanks in this case. Lower photo reveals one of a few remaining hand operations, finishing the body.

automobiles are made, a worker must not do his assigned operation any faster or slower than is provided by the conveyor system.

"Both results," concludes Younger, "are inimical to decreased costs of production."

By keeping things moving quickly and at the same time having only that material in the factory that is actually in the making, the producers of cheap automobiles are able to obtain a quick material turnover. From a study of the Ford plant, Younger observes that there is a fresh turnover of materials about once a week. A few years back the turnover was 16 times a year, against the present 50.

The result is a much greater margin of profit, or on the other hand, greater reduction in factory costs.

Machines Replace Men.

A similar principle is applied to machine tool operation. Only those machines are used that help reduce cost of production and that can do away with manual labour as much as possible.

"If one machine can do several operations simultaneously in the same floor space that is occupied by several machines and with but one attendant, the purchase of the machine is indicated because it saves in ultimate cost of the product," says Younger.

The machines aren't "babied" during use. They're run their limit from the start, for, adds Younger, "the factor of obsolescence is to-day more potent than that of depreciation of wear."

At the same time, machines are so designed that they will work on a product while preparation for feeding the next piece into it is made by the attendant. Thus two, three or more things are done on a single product by the same machine without human attention except that of feeding the raw material and taking out the finished product.

The result of all this is quantity production of quality products, at the lowest possible cost—all of which redounds to the benefit of the motorist in the low cost of the car he buys.

THIS WILL TEACH THEM.

Two hundred and twenty policemen of Buckinghamshire (Eng.), are to be taught to drive cars.



## CURRENT COMMENT

At Kowloon Ferry.

Our attention has been drawn to a traffic regulation which applies to private cars approaching the ferry, but which desire to park on the covered stand which is situated along the wall of the Godown premises. At the present time, it is necessary for all such vehicles to proceed on the left, passing the railway station and the ferry approaches. This naturally causes considerable delay, especially when a train or ferry happens to be discharging passengers. It is suggested that by taking the route followed by the motor buses, much inconvenience would be avoided. We cannot see any objection to the suggestion, in fact, its adoption would assist in relieving the congestion which so frequently occurs immediately outside the ferry entrances.

Traffic Control.

There is also a point concerning traffic control at the ferry entrances which should be mentioned. The traffic constable, we are informed, invariably gives the right of way to cars whenever a horn is sounded. It may be that a stream of pedestrian traffic is actually crossing the road from the ferry at the moment, and confusion is therefore caused. It should be distinctly understood that pedestrians have a right to cross the road, and that the constable should hold up traffic at certain times to allow this.

Useful Map.

The Automobile Association (London) has issued a most useful map showing thoroughway routes

## TRAFFIC SPEEDS.

45 m.p.h. in Chicago.

CROSSINGS ON SEPARATE GRADES.

"Fastest traffic of any city in the world, is Chicago's (U.S.A.) claim. In the rush hours, on that city's Lake Shore Drive, 8 and 10 lines of motor vehicles scurry along at 45 m.p.h. and more.

This speed is maintained by a traffic light system a squad of motor-cycle police, who harry slow drivers, and the absence of crossings at bottle-necks.

Grades have been separated at congested crossing points by the provision of overhead traffic bridges, east and west, which leave the north-south traffic arteries wide open at crossings.

## AFTER SUNSET.

What About Hong-Kong?

After sunset, in Japan, cars must be illuminated inside as well as outside.

## THE "BLUE BIRD."

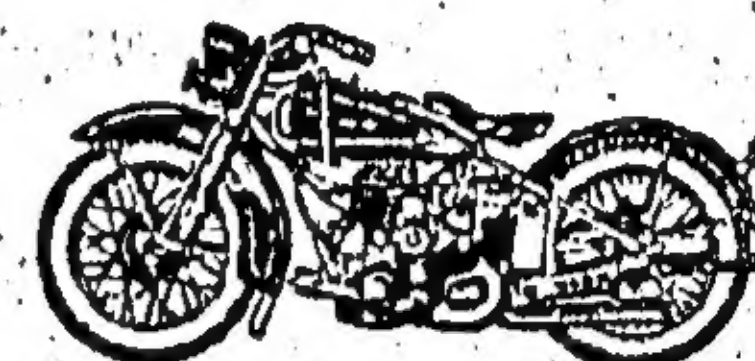
Transporting Captain Campbell's Racing Car.

## ACROSS DESERT.

Captain Malcolm Campbell's famous car "Blue Bird" is now en route from Cape Town to Verneuk Pan on a Thornycroft six-wheeled vehicle, which has been equipped with a specially long body to accommodate the car, accompanied by a Thornycroft 30-cwt. lorry conveying the necessary equipment. Both machines have been placed at Captain Campbell's disposal by the South African agent for John I. Thornycroft and Co., Ltd.

These vehicles will have a strenuous journey to make, for over two-thirds of the 450-mile route is across desert.

500 c.c. Single Cylinder Harley Davidson



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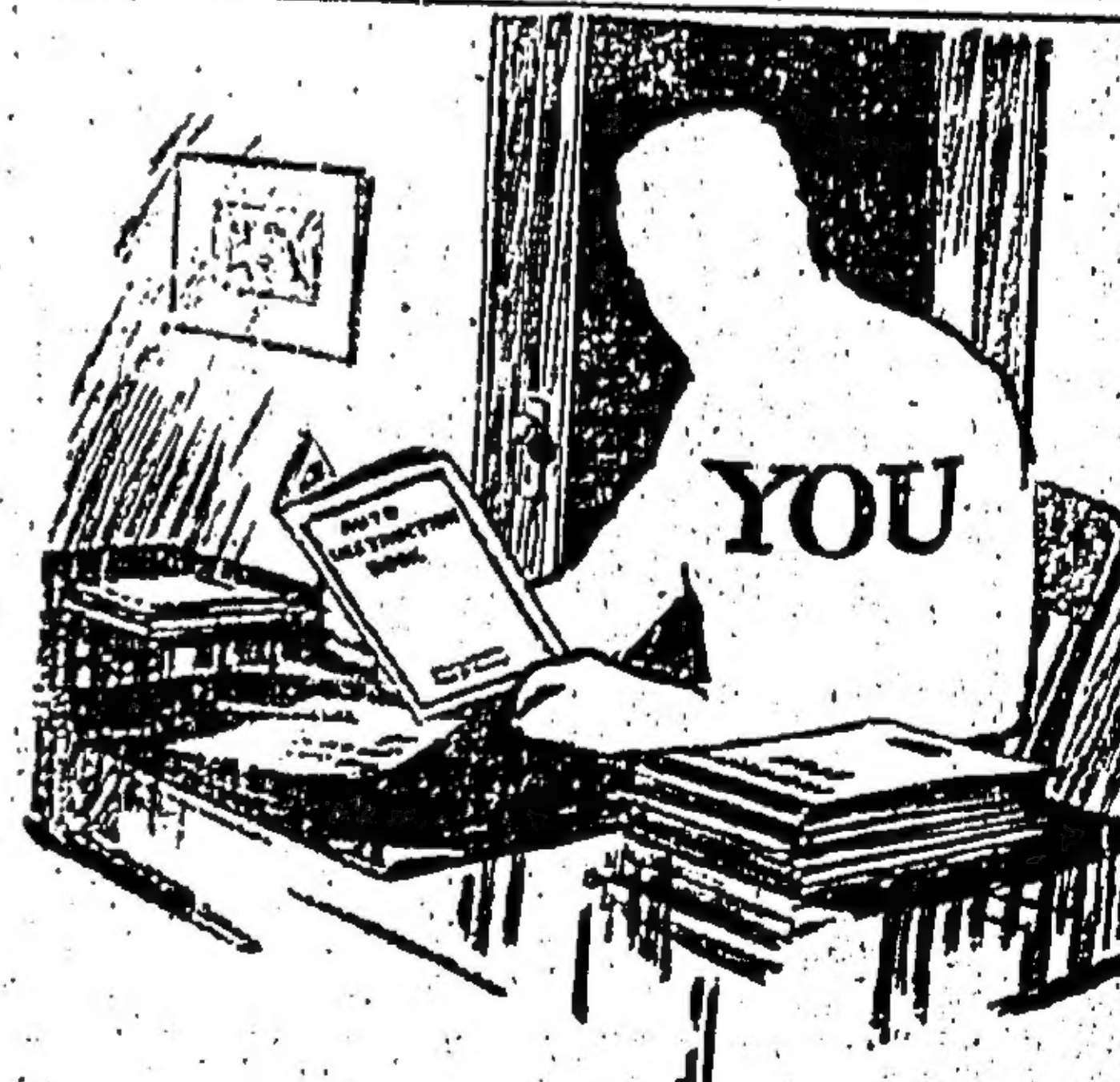
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## MR. PEPP'S TRIAL RUN.

## A Few Leaves from Mr. Pepp's Diary.

[By Arrangement With the Morris Owner.]

Up betimes. Expecting the arrival of my friend Parker, who hopes to sell me one of the new-fashioned petrol vehicles, and has promised to take me for what he calls a trial run. As my travels have hitherto been behind horses or in a sedan chair (for I am of a sedentary disposition), I regard the new method of transit with mingled pleasure and perturbation. However.

Parker arrived punctually at my house in Soho at nine of the clock. As it was a somewhat cold morning, I greeted him with a pleasant "Parker this morning, Mr. Parker!" to which he replied, "Peppi! Peppi!" and tooted his motor horn, at which we were both mightily amused.

Enter Mrs. Pepp.  
Waited for two hours while my wife dressed herself for going out.

She has lately taken to the new fashion of lip-sticking, which I regard as bad taste. After all, woman is but a vanity-baggage, as I have told her often. When my wife at length appeared, clad in the brief haberdashery of those giddy-pated times, I said it was surprising how long a time it took to don a skirt so short, which amused Parker mightily but did not amuse my wife.

Parker said, "I will now show you how quickly she starts from cold"—meaning the car, not my wife. He pressed a button on the dashboard several times, producing a gurgling sound, but the engine did not start, which amused my wife mightily, though it did not amuse Parker. Which shows that bumps of humour are not standardised in this world. Though Parker had not smiled, he said, "That's funny." And I

thought so too. "Funny thing," he said. "She always starts at the first touch." I believe a man who wants to sell a used car always says that.

## The Start.

Parker then went to the front of the car and waggled the starting handle. Still the engine maintained a cold reserve, and Parker, looking more serious than ever, said again, "Funny! Very funny!" and my wife laughed. Parker lifted the bonnet, flooded the carburettor, altered the throttle and changed the ignition over from D to M (muttering something beginning with D and ending with M the while). He then turned the starting handle vigorously for five minutes. "Cold!" he remarked, at the same time mopping his brow and taking off his coat. "You mean you're hot, but the engine is cold," Mrs. Pepp, would you mind telling one of the maids to heat a flat-iron, so that it can be placed upon the induction pipe? Then we shall not be long."

The petrol vehicle was standing by the kerb in front of my house, and while we were waiting for the flat-iron a constable arrived and said, "Now, then, sir, get a move on. Yer can't leave the car here all day. I've been watching you for two hours."

Mrs. Pepp came out with two hot flat-irons. Parker cranked again and asked me to press the accelerator when he said "When!" and the result was that the engine started. I asked Parker whether it was always necessary to carry a couple of flat-irons and a primus stove in the toolbox for starting purposes, but he assured me he had "never had any trouble with her before" and that it was "very funny." And so away.

## The Non-Stop Wife.

"She'll go all day now," said Parker. "Once started, there's no stopping her." "Like my wife," said I. And this amused Parker mightily but did not amuse Mrs. Pepp at all. Which just shows."

We drove many miles into the country. The sun shone, the birds sang, the bees buzzed, the trees burgeoned—whatever that means. The milestones flew by, and before we knew where we were, we were there. I agreed with Parker that it was the poetry of motion and that it beat a sedan chair into a cocked hat.

We had reached a remote and more or less deserted village, consisting of a fine old crusted church, a few thatched cottages, an ivy-clad inn and ten petrol pumps in fact colours. Having parked the car on the village green, we visited the church,

## FIERCE STRAINS.

## Modern Motors' Tasks.

## LUBRICATION PROBLEM.

A contrast of the motors of ten years ago with the powerful motors of to-day shows an astounding progress. From a power unit of the same size, comes four times the power; from every gallon of fuel, fifty per cent. more power is obtained; pistons travel three, four and five times as fast as they did a few years ago, and acceleration is 75 per cent. faster. In the combustion chamber, gas is compressed twice as much with correspondingly higher temperatures and pressures.

"All these improvements have created a great task for lubricants," says a statement from the Vacuum Oil Co. "and knowing the trend of design we commenced, two years ago, to develop oils which would provide better lubrication and greater safety under the more exacting conditions. This is the reason for the Improved Mobiloil."

Two independent authorities are quoted on the subject of modern lubrication:—

Mr. H. C. Mougey, chief chemist of the research division, General Motors Corporation, said:—

"Recently there have been many changes in automobile design, driving conditions, fuels and oils. Balloon tyres, shock absorbers, engines more free from vibration, four wheel brakes, better roads and modified speed laws, are some of the factors that make higher speeds more common. In addition, the engines, without increasing the size of the engines in proportion to car weights or without increasing the crankshaft revolutions per mile have greatly increased the power of their engines."

Engine fuels and oils which were satisfactory two or three years ago may be very unsatisfactory under some of the present day conditions. Mr. L. H. Pomeroy, vice-president of the Institution of Automobile Engineers of England, and general manager of the Daimler Company, recently stated:—

In both private and commercial applications the modern automobile engine is being asked to work over a far greater range of speed, load and climatic conditions than ever before.

spent a pleasant hour reading the epitaphs on the tombstones and another hour in admiring the beauties of Nature. Then we went to the village inn and ordered lunch.

We had just sat down to it when the landlord entered accompanied by the village constable, who said, "Measter, be you thy car outside? These must shift it. It's been there upwards of two hours." "But it's not in the way," the village green "empty." "That's as may be," said the constable. "Regulations must not be broke. Your two hours is hup and the parking fee is five shillings." Parker paid. We left that village and set forth in search of fresh parks and park fees now. And so away.

## No Park for Parker.

We reached a large country town and sought a quiet side street or blind alley where we might park the car in peace while we partook of a dish of tea—not that I care for drinking tea out of a dish, but let it pass. Every by-street and cul-de-sac in that town was marked "No Parking Here." At length we found a private yard with the notice, "Parking Done Here," and so discovered that not only parking, but Parkers were done there, for the charge was extortionate. Parker paid again. And so away again.

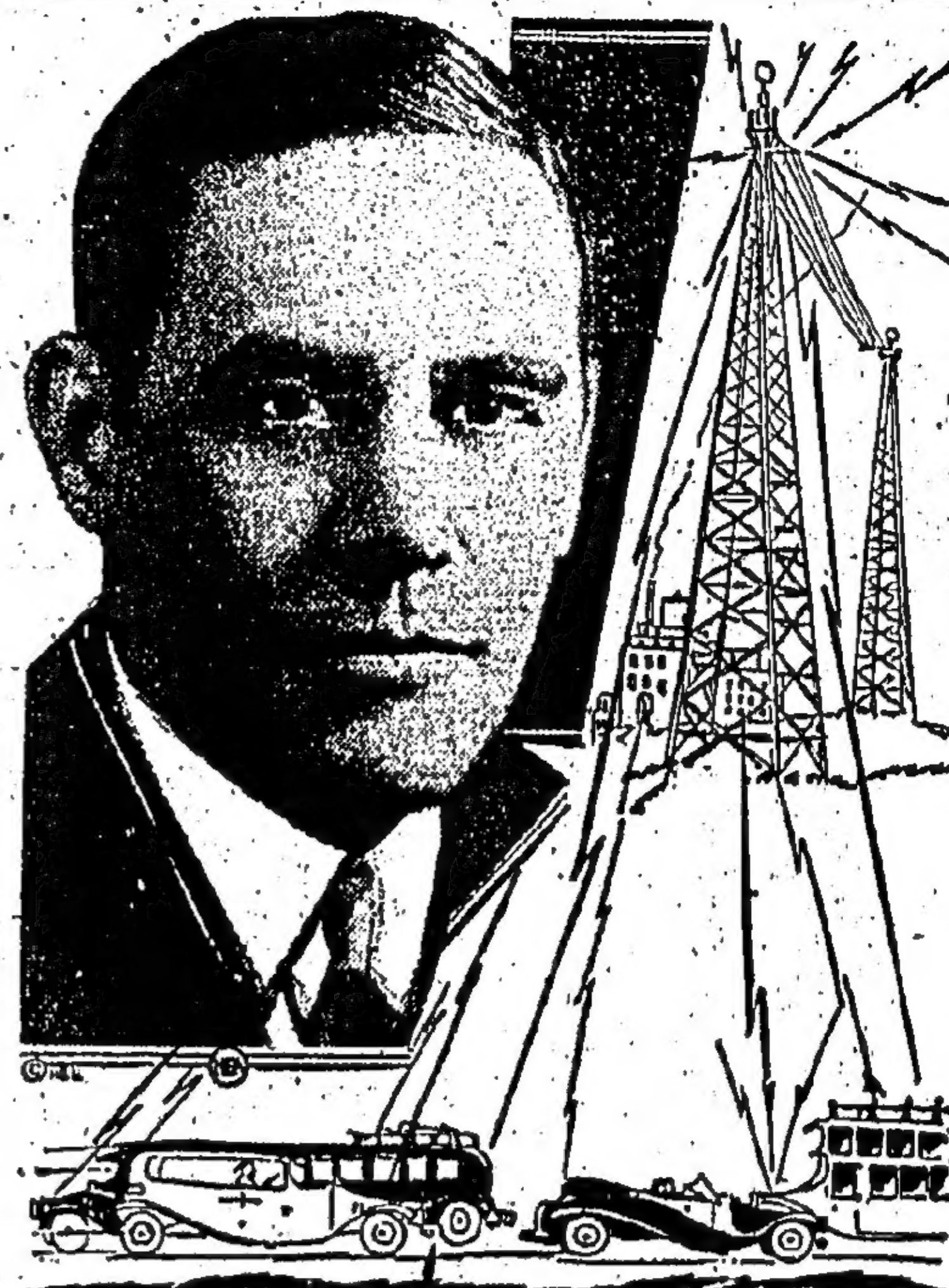
Notwithstanding these few inconveniences (at Parker's expense) I was mightily pleased with the car and, after consulting Mrs. Pepp, I was disposed to purchase it (out of Mrs. Pepp's pin money) from Parker at a reasonable figure. And so back to Town. I told Parker to call at Lombard Lane in order that I might interview my banker and draw the wherewithal to pay for it. We reached Lombard Lane at five minutes before three of the clock and went about to drive to the bank when another constable told us that it was only a one-way street and we must go the other way. Parker said, "But we only want to go one way," at which I laughed mightily, not knowing it was a chestnut. So we had to enter the street from the other end. Parker put, in his reverse and, after the constable had taken his name and address for driving backwards, we drove round to the other end of the street. By that time Bow Bells' clock had struck three and the bank was closed. So I told Parker I would see him in the morning when the bank was open.

However, by the next morning I had seen a car which pleased me more mightily than Parker's car, so I bought it instead, and thanked Parker for giving us a cheap and enjoyable trial run.

And so home to Soho.

## CARS OF THE FUTURE.

## Power from Radiol



G. M. Williams . . . of Marmon.

Indianapolis, Ind.—Automobiles of the future will be driven by electric motors and will receive their power by radio directly from centrally-located transmitting stations, each car owner being assigned a specific wave length.

This startling prediction is made by G. M. Williams, president of the Marmon Motor Car Company, in the midst of the nation's automobile show season featuring the latest gasoline-propelled vehicles.

"While I do not mean to adopt a radical position," says Williams, "I would say that possibly during the next generation and most certainly within the 20th century, the present type of automobile, powered with the present type of internal combustion engine, will be as obsolete as the dodo bird, the great auk and the great horn spoon."

The source of power, for these electric automobile motors will be large central generating stations similar to those which are at present in use for the generation of electric power for lights and other commercial purposes. This automobile power, however, will be transmitted by radio directly from the central station to the car itself.

"I can foresee with a reasonable degree of accuracy each automobile owner being assigned a specific power reception designation or wavelength and all that will be necessary for him to start his car will be to pull a switch on the instrument board, thereby automatically tuning into the power wave which has been assigned to him. If his is an 80-horsepower motor car his maximum reception will be 80 horsepower and cars of this power will be controlled by a rheostat used like the accelerator of today."

## We Won't Escape Tax!

As is the case today, these cars will be built in different horsepower and sizes and will be taxed accordingly. Motorists will not pay for more power than is used, inasmuch as a metering arrangement will be installed in each car which, at periodic intervals, will be checked by the power company for the purpose of marking a charge for the power actually used.

"It is an established fact that automotive engineers long have attempted to attain as great a flexibility and economy in internal combustion engines as is possible to attain in electric motors, hence the increasing use of the eight-cylinder gasoline engine. The use of electric motors will attain flexibility and maneuverability to a superlative degree."

In predicting the universal use of electric motors in automobiles, Williams declares electrical engineers would have to speed their efforts toward reducing their weight in order to be adopted in automobiles. "Advantages which would accrue from this development," he continues, "will be speeding up of traffic conditions due to greater acceleration and deceleration; elimination of noxious fumes; minimizing of maintenance costs due to the relatively small number of moving parts in such electrical apparatus as compared to the present day internal combustion engine; complete elimination of the problem of heating and cooling existing in the present internal combustion engine; simplicity of operation due

to the elimination of all operating gadgets with the exception of the controller and switch, and the continued availability of power without replenishing fuel supply."

## Many on Same Wave.

"It may be said that the allocation of a sufficient number of wavelengths to care for each automobile throughout the country will be impossible. But there is no reason why many cars cannot operate on the same wavelength, provided, however, that there are not too many to overload the particular wavelength to which they have been allocated. In other words, the chief problem would be to guard against the creation of too high a peak load."

"Aside from the many specific advantages of radio-operated automobiles from the standpoint of their individual utility and easier operation, there is every indication that the advent of such cars would result in major economies concerning our national wealth. Efficient production of power by central power stations will effect considerable savings in fuel, taking into consideration the fact that the average automobile owner does not run his engine to its maximum economic efficiency. It has been estimated that full 10 per cent. of the gasoline used in this country today is wasted by idling motors."

"The automobile of 1929 is more than five times as efficient and economical as the automobile of 1900. The automobile of 1929 as compared to the automobile of today will bear a far greater ratio than this in these essential factors."

## TO LIGHT AIRWAYS.

A bill providing \$15,000,000 for construction of emergency landing fields at five to ten-mile intervals along state airways will be presented to the Pennsylvania legislature.

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We supply ANY MAKE of new car and always have in stock a good selection of all the most popular models.

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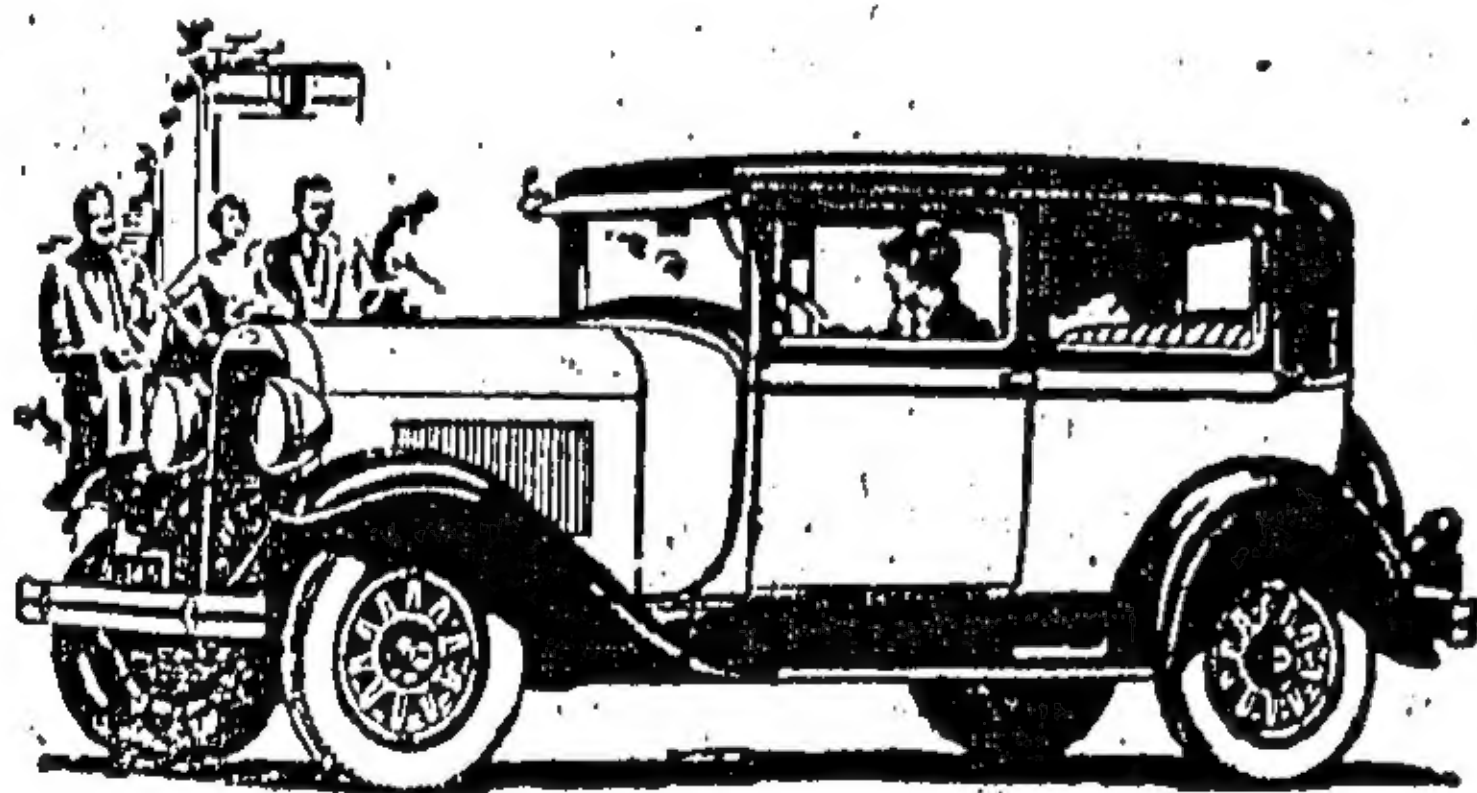
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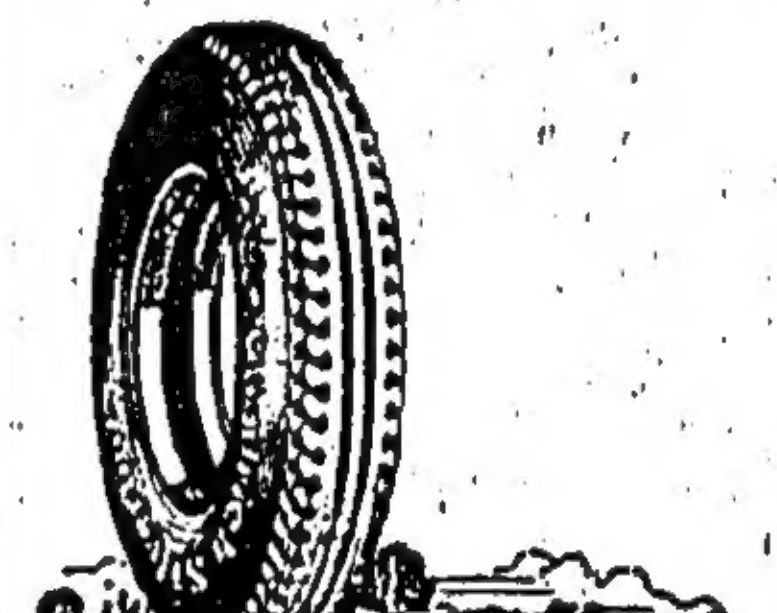
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# Hongkong Telegraph.

## Pictorial Supplement

April 13th, 1929.

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Embroideries, Laces and all kinds of  
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RETAIL SALES AT WHOLESALE PRICES.

IT WILL PAY YOU TO SHOP HERE!



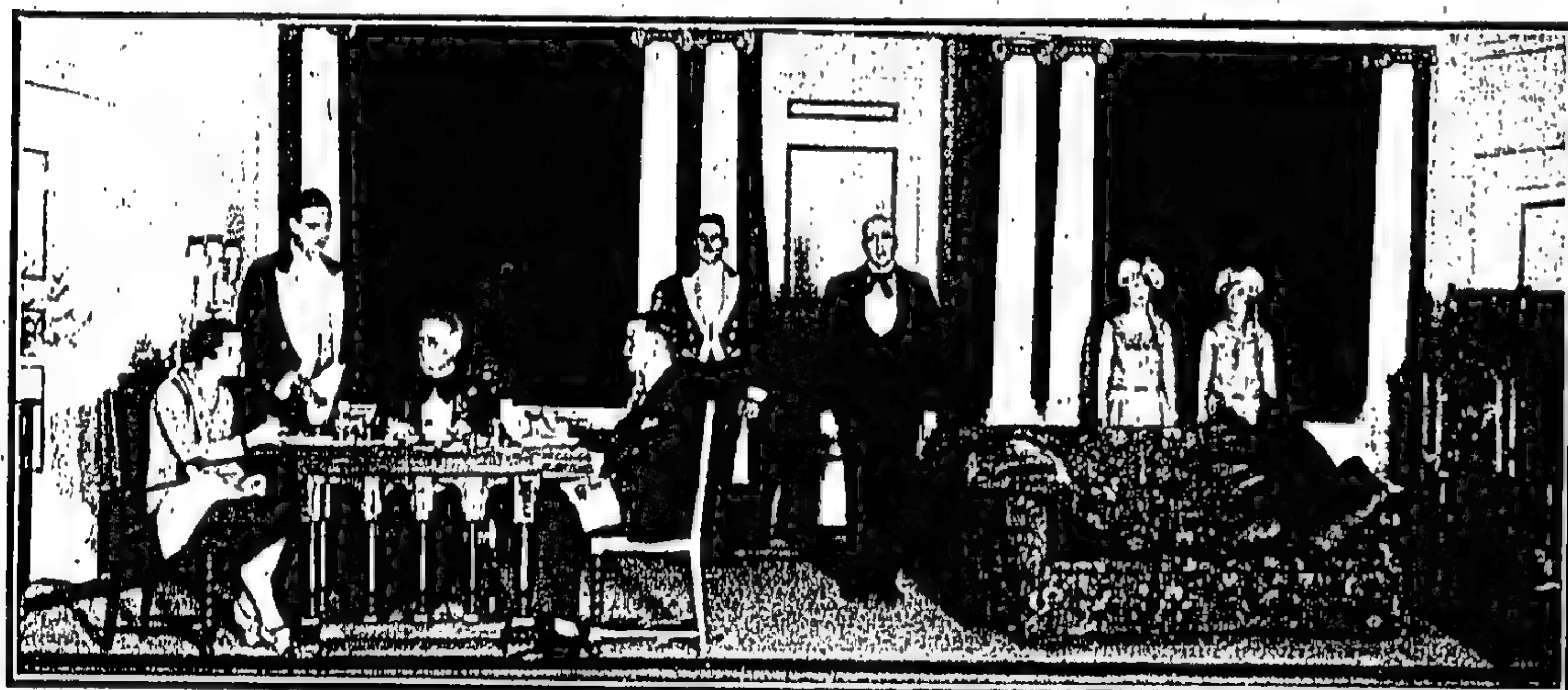
This photograph gives a vivid conception of the practically empty condition of the Tylam Tuk Reservoir, which would be absolutely dry but for the water being poured in from the Intermediate Reservoir.



Mr. Li Yik-mui, J.P., the newly-elected Chairman of the Hongkong Chinese Chamber of Commerce. He has done good service in connexion with the Tung Wah Hospital, the District Watchmen's Committee and the Po Leung Kuk.



This group was taken on the occasion of the reception given on Saturday at the Club Lusitano to H. E. the Governor of Macao, his wife and daughter, on the eve of their departure for Lisbon. (Photo: Mee Cheung).



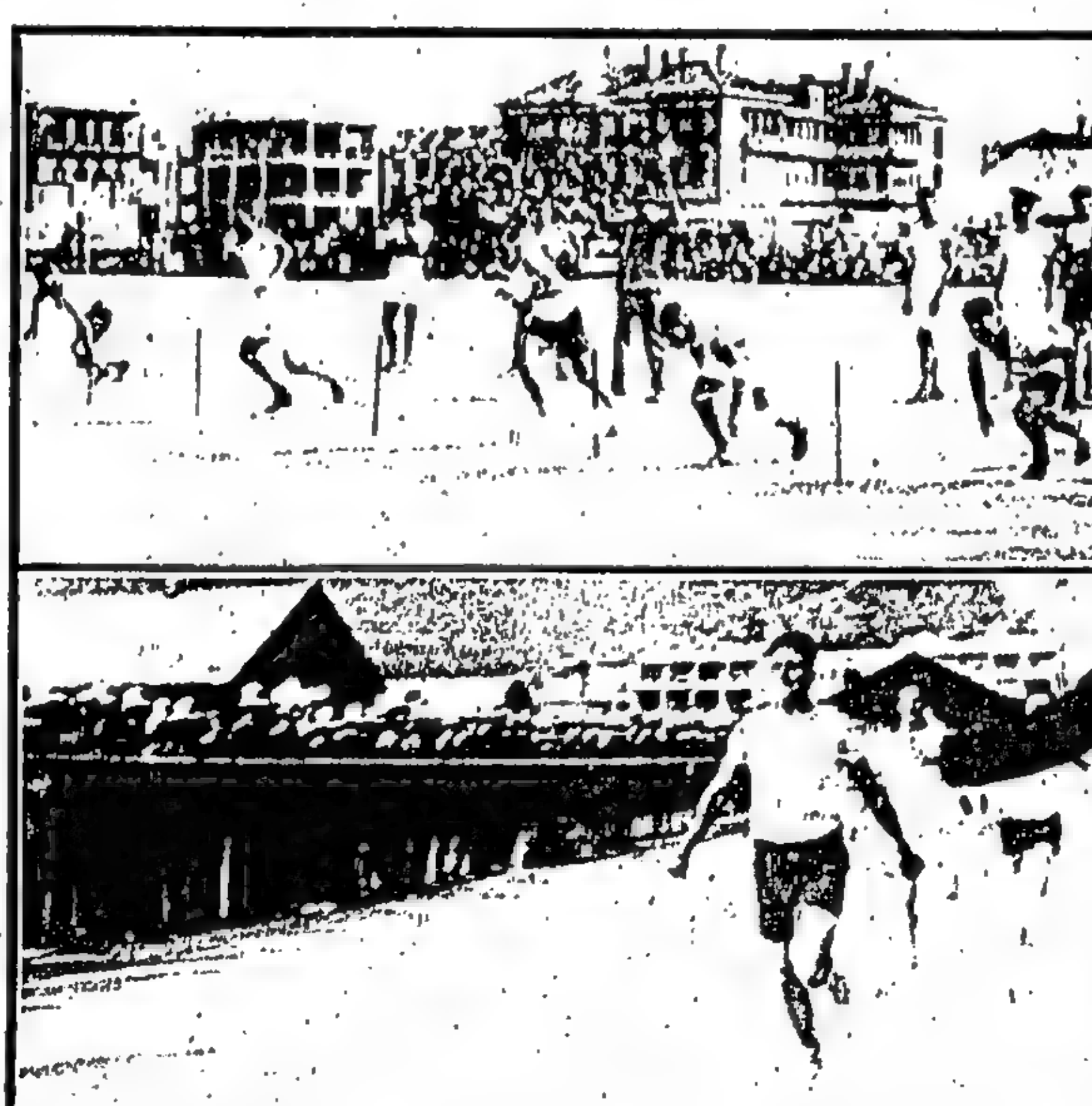
One of the scenes in "The Dover Road," the A.D.C.'s production which closes at the Theatre Royal to-night. The play has been a brilliant success, and half of the proceeds of the season go to the British Miners' Fund. (Photo: Ming Yuen).



S. A. Rumjahn (right) defeated his cousin, H. D. Rumjahn, in the semi-final of the Singles Championship on Monday. The contestants are here shown in action during the match. (Photo: Mee Cheung).



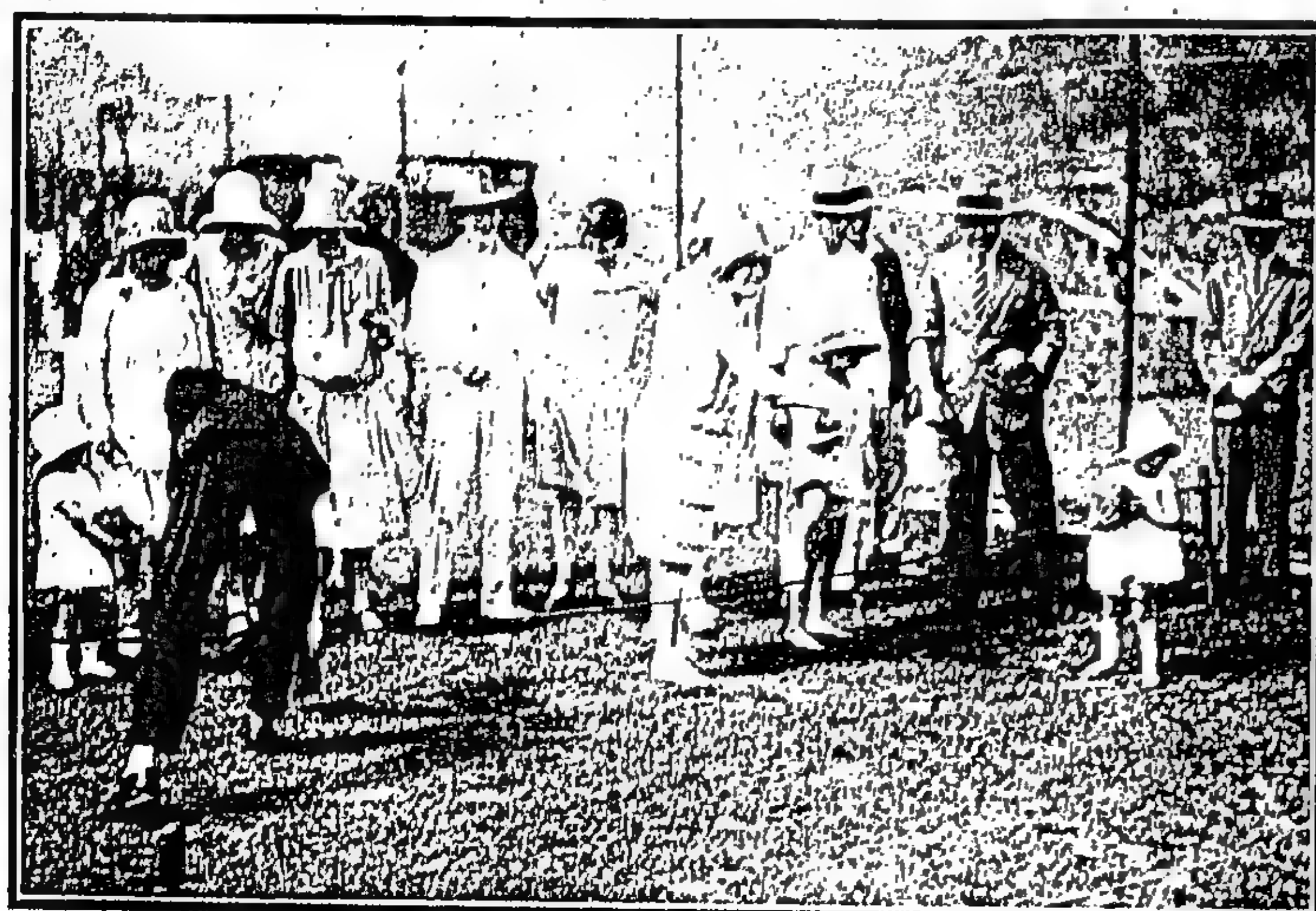
The wedding of Mr. A. T. S. Jensen, and Miss Ingeborg B. Jensen, at the Peak Church on Monday. Above, the bridal party; below (left) the newly-wed couple. (Photo: Ming Yuen).



Two of the events in the finals of the Somersetshire Light Infantry sports at Shamshuipo on Saturday are pictured above. There were some very keen contests. (Photos: Mee Cheung).



H. D. Rumjahn (left) and S. A. Rumjahn who met in the tennis semi-final on Monday, the latter winning. (Photo: Mee Cheung).



The staff of the China Light and Power Co. were "at home" at King's Park on Saturday, when children's sports were held. Picture shows the Coconut Shy in full swing. (Photo: Mee Cheung).



Little toddlers being shown how to win races at the China Light and Power Company's sports at King's Park. (Photo: Mee Cheung).



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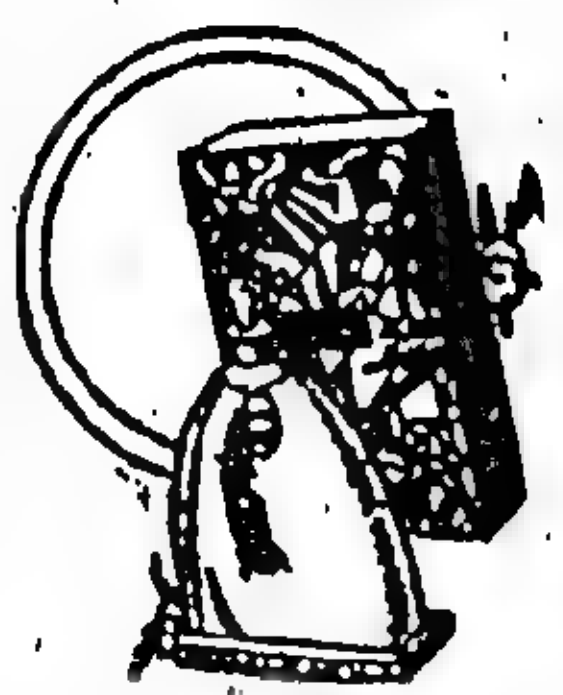
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## Pictorial Supplement

April 13th, 1929.

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The Navy (dark shirts) defeated the Club in the triangular Rugby competition on Monday after a very exciting struggle and thus won the competition. Here is a snap of the play. (Photo: Mee Cheung).



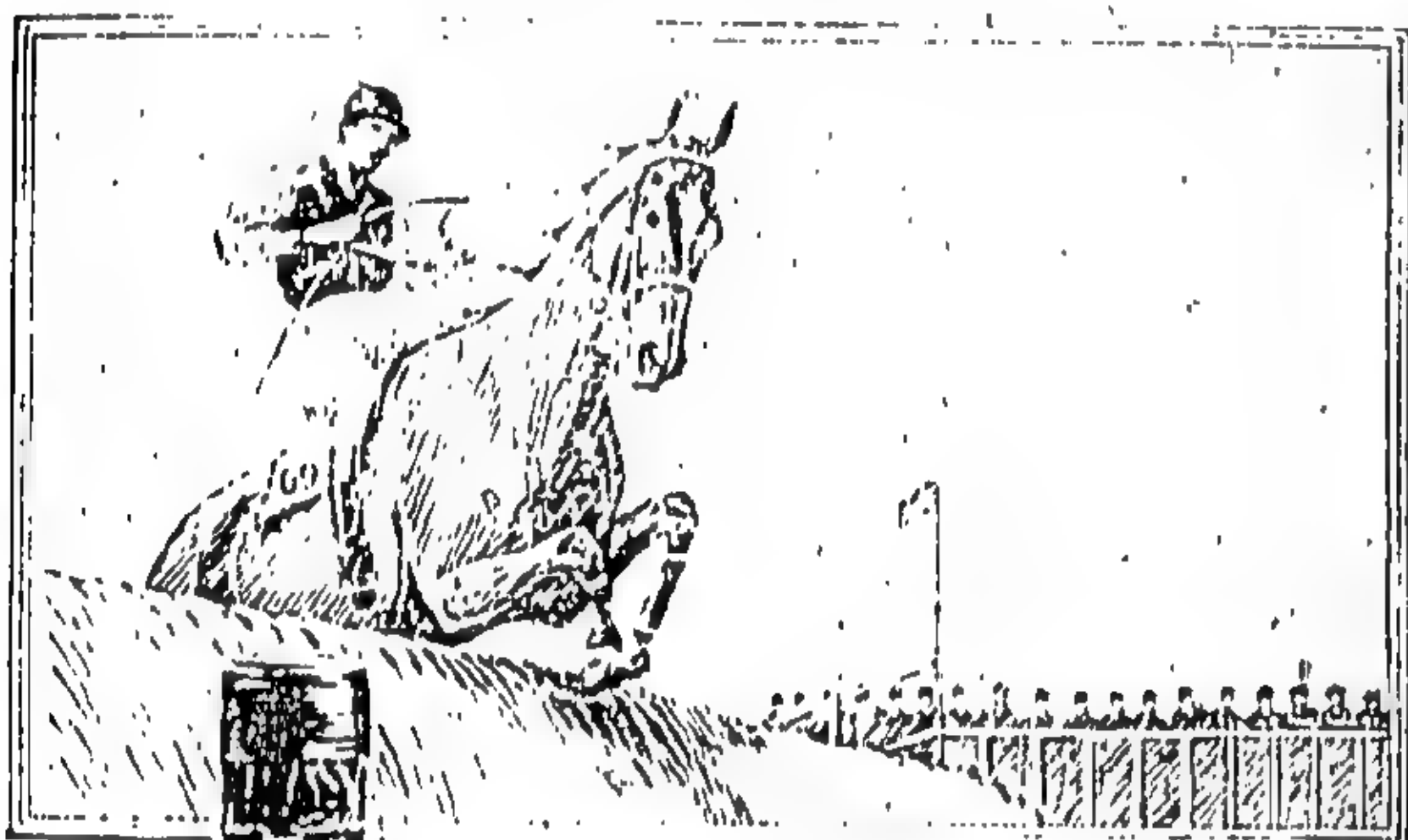
Photo shows a line-out in the Rugby match between the Navy and Club, which the former won by 16 points to 13 by a try scored just before the final whistle sounded. (Photo: Mee Cheung).



An interesting Portuguese wedding took place at the Rosary Church, Kowloon, on Saturday, when Miss E. M. Hyndman was married to Mr. C. V. F. da Rosa. Above is the bridal group taken after the ceremony.



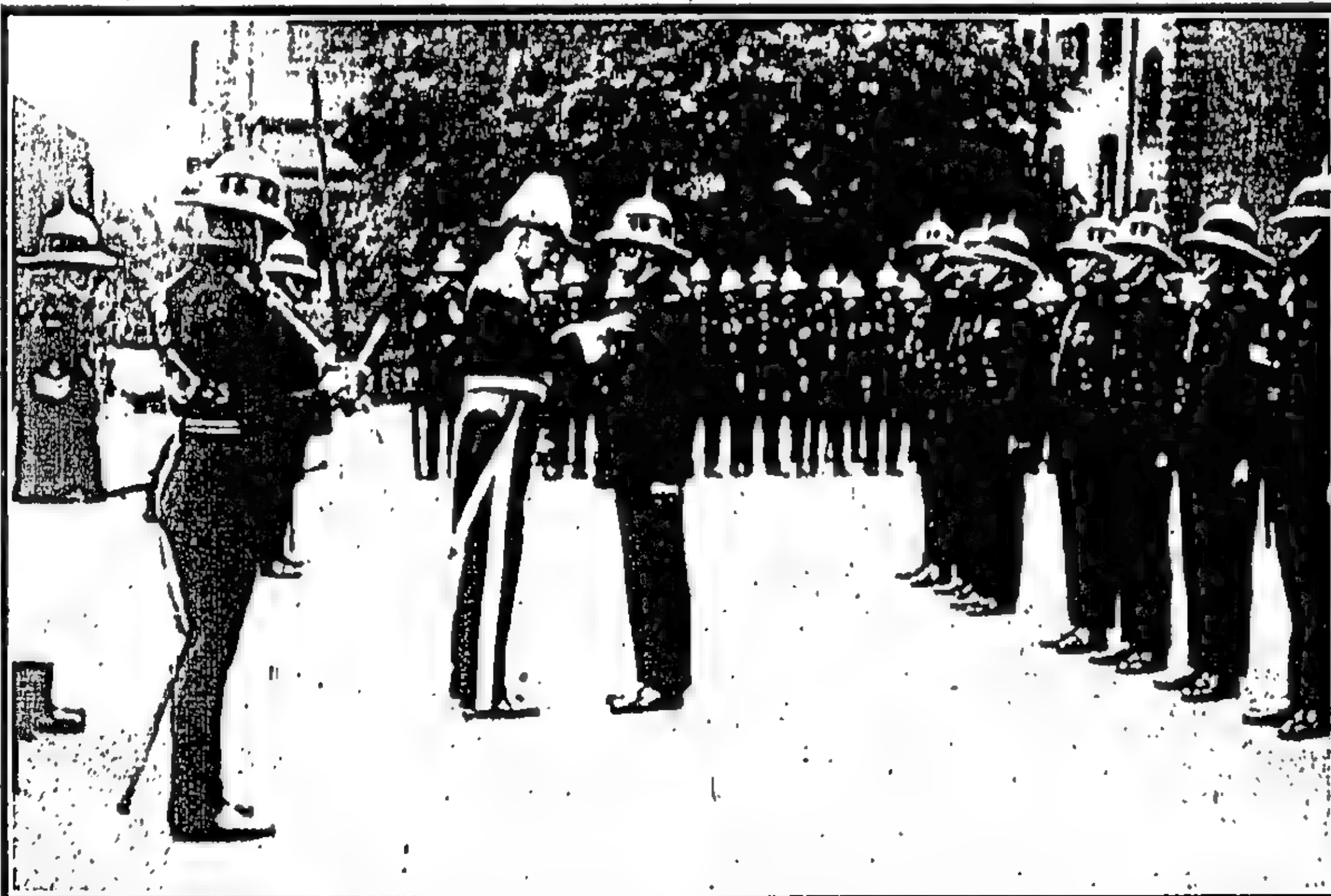
An interesting cricket match between "A Hongkong XI" and the Rest of the Colony took place at the H.K.C.C. ground on Saturday, when the former won. Here is a snap showing one of the "Rest" batsmen at the wicket. (Photo: Mee Cheung).



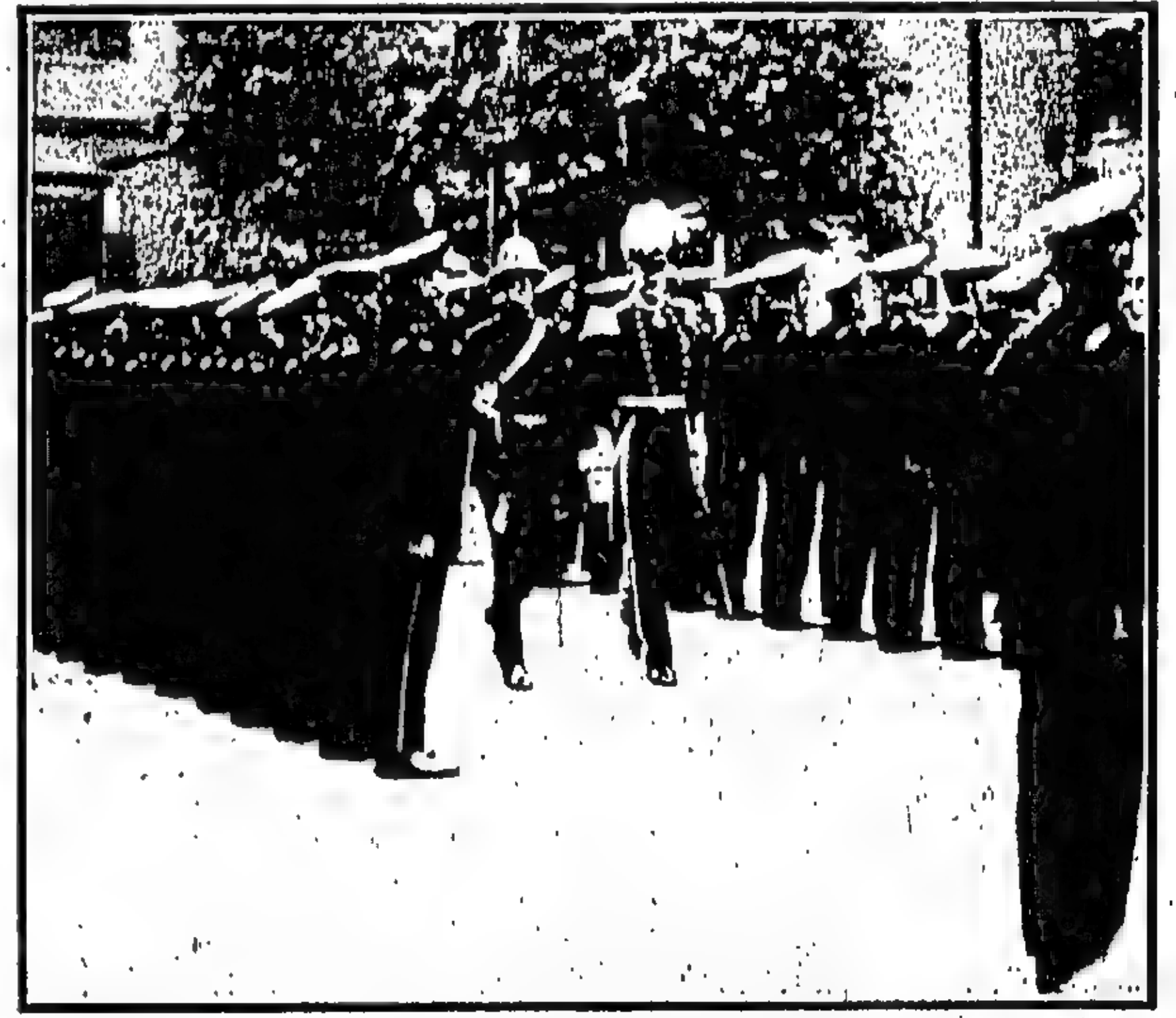
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His Excellency the Governor conferred medals and commendations on officers of the Police Force at the annual inspection held in the Central Police Station compound on Wednesday. Inspector Shannon is here seen being decorated. (Photo: Mee Cheung).



His Excellency the Governor, accompanied by Mr. T. H. King, acting C.S.P., inspecting the Hongkong Police Force at the annual turn-out on Wednesday. (Photo: Mee Cheung).



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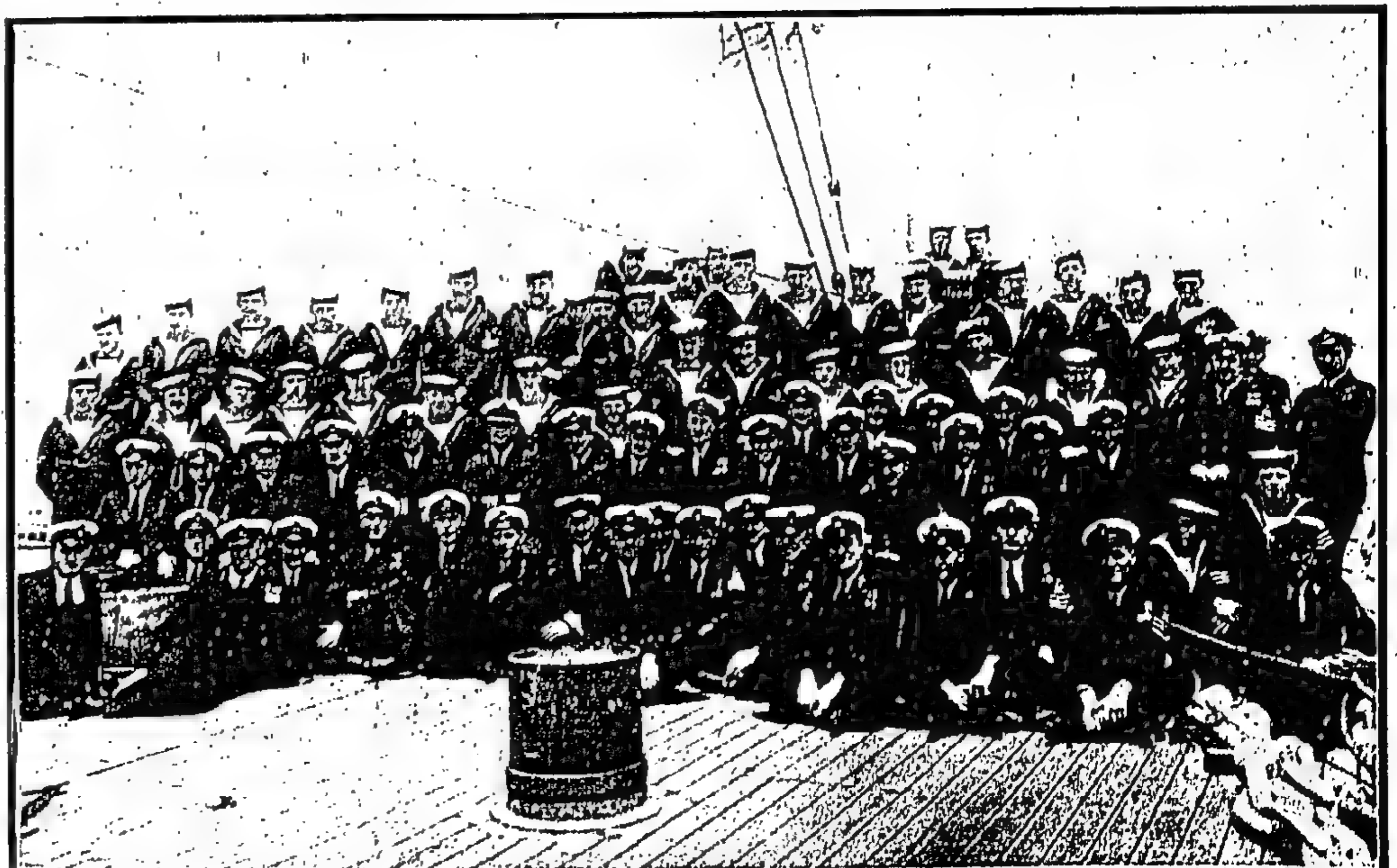
BATHING SHOES  
BEACH ROBES

**Mackintosh's**

MEN'S WEAR SPECIALISTS.



E. C. Fincher (left) and M. W. Lo, who met in the tennis semi-final on Tuesday. Fincher won. (Photo: Mee Cheung).



An interesting group of naval officers and men taken aboard H.M.S. Titania in Hongkong on Monday last. The Titania is one of Navy's submarine parent ships. (Photo: Ming Yuen).



# Infinite Variety in Style



Mlle. Marie Belle, Parisian Actress, In a Drecoll-Beer Tulle Evening Gown With Flounced Skirt Decorated With Bow And Streamers.



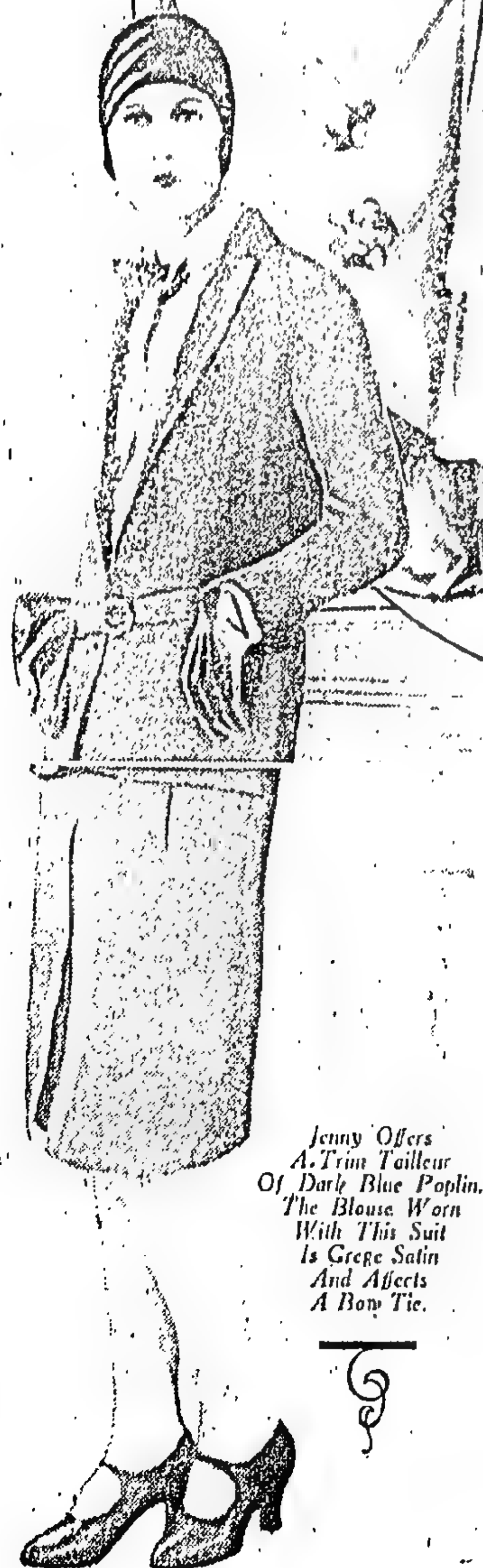
Cleverly Crusted Felt, Brown Superimposed on Beige, Fashions This Neat Chapeau Created by Marcelle Lely For Her Spring Collection.



This Striking Spring Ensemble From the Salon of Martial et Armand Is Black Crêpe de Chine Combined With Black and Pink Printed Silk.



"Miss Françoise" Is Charming In a Mag-Helly Evening Gown Of Colorfully Crusted Taffeta. The Lace Underskirt Is a New and Original Feature Of This Flattering Type of Dress.



Jenny Offers A Trim Tailleur Of Dark Blue Poplin. The Blouse Worn With This Suit Is Crêpe Satin And Adopts A Bow Tie.

Color and Stuff  
Of Every Possible  
Combination  
Are Found in New  
Paris Creations

THIS year brings not only a great diversity in fashion, but in materials. Not in many seasons has there been so wide a range of fabrics, elegant and simple, to tempt the eye.

In silks, particularly, it is interesting to notice that the stiffer silks are all having their lining, and that tulle and moiré are very smart. So is faille, which is admirable for suits and for day attire, and foulard, which is being introduced this year for evening as well as afternoon.

But georgette, crepe and chiffon have lost none of their prestige, while washable silks and men's shirtings are extremely smart for sport.

Two types of satin are used for summer gowns—one is the conventional satin, with less lustre and more softness, and the other is the old-fashioned stiff type, which is fascinating for period frocks.

The interestingly woven silks that used to be available only for neckties, are now seen in sports attire, as are serge and tweed patterned silks.

IT IS worth noting that the frock of plain colored crepe de chine is often combined with printed silk for the tie, belt and possibly the coat lining. Silk jersey and knitted silks are shown in greater variety than ever before.

And of course printed silks, no matter how tired you may be of certain worn-to-death patterns, are shown in fascinating new interpretations, and are seen in practically every type of silk made.

The only warning about printed silks is to be careful of the subject matter. Those patterns that are often amusing to the eye, when seen in the stores, are tiresome on the figure, while those patterns that are less definite lend an indefinable charm to the wearer.

In colors, when you are in doubt, buy black or white.

White for sport wear is always chic, as is black for the street. Colored accessories give the note of dash and pep.

All shades of yellow, from the palest lemon to the deepest orange, are given great consideration. Pinks are very good, and there is a vivid shade of red for every complexion. And remember that you should be a sun-tanned rather than a lily-white maid this year.

For street and for town wear, that deep, hard, bright blue is sponsored by the most carefully dressed women, accented with beige or white. Beige is always a conservative choice, and there are certain tones of gray that are most satisfying. In prints, those with a navy blue foundation, or deep red, lead in popularity.

FOR spring wear, nothing is more youthful and chic than Jenny's softened version of the tailleur shown at the lower left. This outfit is of dark blue poplin with a blouse of crêpe satin and a coquettish little blue tie.

The wise girl always has a good-looking blue suit tucked away somewhere in her wardrobe, for this old standby of Dame Fashion is always in style, when properly cut. Every season finds a place for the dark blue tailleur no matter what colors or combinations of colors may be in favor among the couturières and their patrons.

For afternoon wear, what could be more delightfully feminine, or more in harmony with the spirit of the season than the Martial et Armand printed silk ensemble at the upper right? It combines a simple but elegantly cut coat of black silk crepe, with a printed silk frock in which an overpattern of black is used on a ground of pink.

The coat is lined with pink and the dress faced with black. That beguiling bow on the shoulder is a very feminine touch, much newer and smarter than the conventional flower.

The chapeau worn with this outfit is of fine black ballbunt,

folded and combined with black crepe, which allows just enough width at the side to make it more becoming to the average face than the more severe type of cap-turban.

And, speaking of hats, consider the model from Marcelle Lely, shown at the top center. In this creation points of brown felt are cleverly crusted on a perfectly fitting turban of beige.

For sheer picturesqueness, no evening gown can exceed the one from Mag-Helly illustrated at the left center. In this gown an overdress of tulle in a luscious and luminous shade of pink is worn over an underskirt of silver lace and pink chiffon. The dignity of the long skirt is questioned by the impudence of the front abbreviation and a delightful contradiction is achieved.

This frock has a pink tulle sash, with bow ends wide enough to show from the front. The encrustations of embroidery are in soft French pastel shades, with a touch of silver.

ILLUSTRATIVE of the vogue for tulle is the charming evening frock at the upper left. This was designed by Drecoll-Beer, for Mlle. Marie Belle of the Comédie Française. Several shades of mauve tulle are blended in the many small flounces all edged with a moiré ribbon in a deeper shade.

A Victorian looking sash of fairly narrow moiré ribbon has ends which reach from the normal waistline to the last ruffle on the skirt. The same ribbon forms a V-line in the front and back of the bodice.

There is something sophisticated about this frock even though it seems also to carry a suggestion of the sub-deb.

Needless to say, the skirt is very long. All skirts in Paris are long in the evening, and those for day are definitely and steadily going down.





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## HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

ILL ADVISED CARBURETOR ADJUSTMENT.

Contrary to the general belief, carburetors hardly ever require readjustment, when once correctly and securely set. So seldom is it necessary that, in correcting operative shortcomings of an engine, it need hardly be considered except as a last resort. Much annoyance and loss of time is attributable to attempts to improve the settings of carburetors, which are already most advantageously adjusted, in the ill-founded hope that engine troubles will thereby be overcome.

### Real Reasons for Readjustment.

Generally speaking the only reasons for readjusting a carburetor, which has previously been giving satisfactory service is because a radical change has been made in the fuel supplied it or because it is being used at a much higher or lower altitude. The above applies almost literally to carburetors without moving parts, save the throttle, but not quite so fully to those embodying springs, automatic air valves and other mechanism.

### Seasonal Re-Setting Obsolete.

Formerly a richer adjustment was considered desirable in cold weather from that found best for summer use but through the introduction of manifold heating devices and thermostats and shutters to control the circulating water temperature, the necessity for this has mostly vanished—the choke being relied upon to secure mixture-quality regulation until normal running-conditions are attained.

### Proving That Trouble Is Not Elsewhere.

When one engine runs unsatisfactorily, one is almost always tempted to readjust its carburetor, but it is advisable to resist this impulse until it has been demonstrated that the following conditions are fully complied with: That the ignition system is in perfect condition, and delivering sparks of unfailing regu-

larity and normal intensity to all cylinders, in their correct firing order. That the carburetor float chamber is receiving, at all times, sufficient supply of fuel of the usual quality and free from water or dirt. That no air-leaks have developed anywhere in the intake system, into the engine itself, into the carburetor or its mountings or into the manifold. That the compression in all cylinders has suffered no marked change, due to badly seated or sticking valves, scored bores or ill fitting piston-rings. That the mixture is receiving the normal amount of heat, as it passes to the engine and while in its cylinders preparatory to being fired. That the timing of the sparks or the valve action have not changed, due to the slipping of the ignition-cam or timing-chain adjustments and finally, that no dirt is obstructing the fuel passages within the carburetor itself—to determine which it may be necessary to disassemble the carburetor and perhaps disarrange its adjustments—but not until the settings have been marked so that they can be exactly reproduced.

### Gears Disengage of Themselves.

Question: I have been having trouble with the second-gear of my car slipping out of mesh. What can I do to stop it?

Answer: Remove the transmission cover and test the main shaft and countershaft for end play. If this is in excess of about 0.006 in it should be reduced to this amount by removing shims from under the front bearing caps of these shafts. Also assure yourself that the springs, which hold the gear-locking plungers in their slots, are properly strong and that the plungers enter their slots exactly with the gears in their various mesh positions. Sometimes the bending of a shifting-fork disarranges matters so that locking does not actually occur, permitting the gears to fly out of

## DANGER DEFEATED.

Chromium Fumes  
Trapped.

## NO LONGER DEADLY.

Before chromium could become widely used for plating car parts, the deadly fumes which rose from the liquid metal had to be conquered. These fumes were the biggest obstacle in the way of the hard metal's general use, until a way was found to make the fuming or spraying process safe and fool-proof.

The huge tanks in motor plants which contain chromium are ventilated by large exhaust fans connected to umbrella-like hoods over the tanks. The fumes are drawn back into a special chamber, where the vapour is condensed and run back into the tanks. Control of the fumes by suction not only protects the health of the workmen, but recovers a waste which would prove costly to the manufacturer.

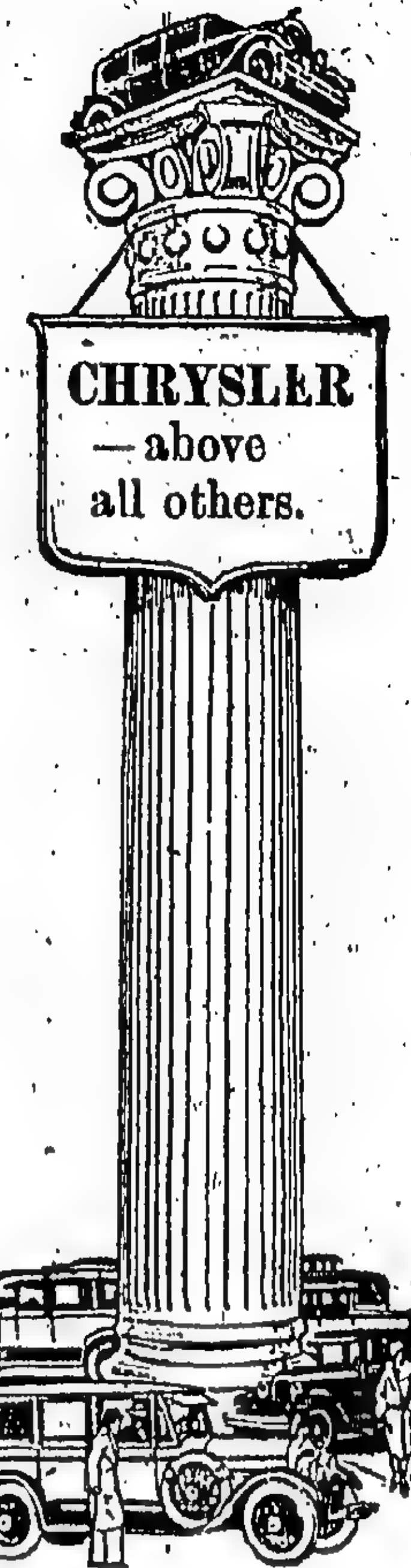
Bumpers and most hardware used in cars are dipped in the tanks, but radiators are sprayed with chromium under the ventilation hoods. Metal parts to be treated are given the same preparation as for nickel plating. First smoothed on emery wheels, and thoroughly cleaned, the part is copper-plated, buffed, cleaned, nickel-plated, buffed and cleaned again, and then it gets its chromium bath.

mesh when heavy work is put upon them. If the faces of the two second-speed gears are badly battered this may be a contributing cause of unintentional demeshing.

### Clutch Lubrication query.

Question: Can the all-metal disc clutch of the six car, which is supposed to run in oil be safely run dry? I have been told that this is the case, but have not tried it. The reasons I ask is that my clutch slips sometimes on high and second gears.

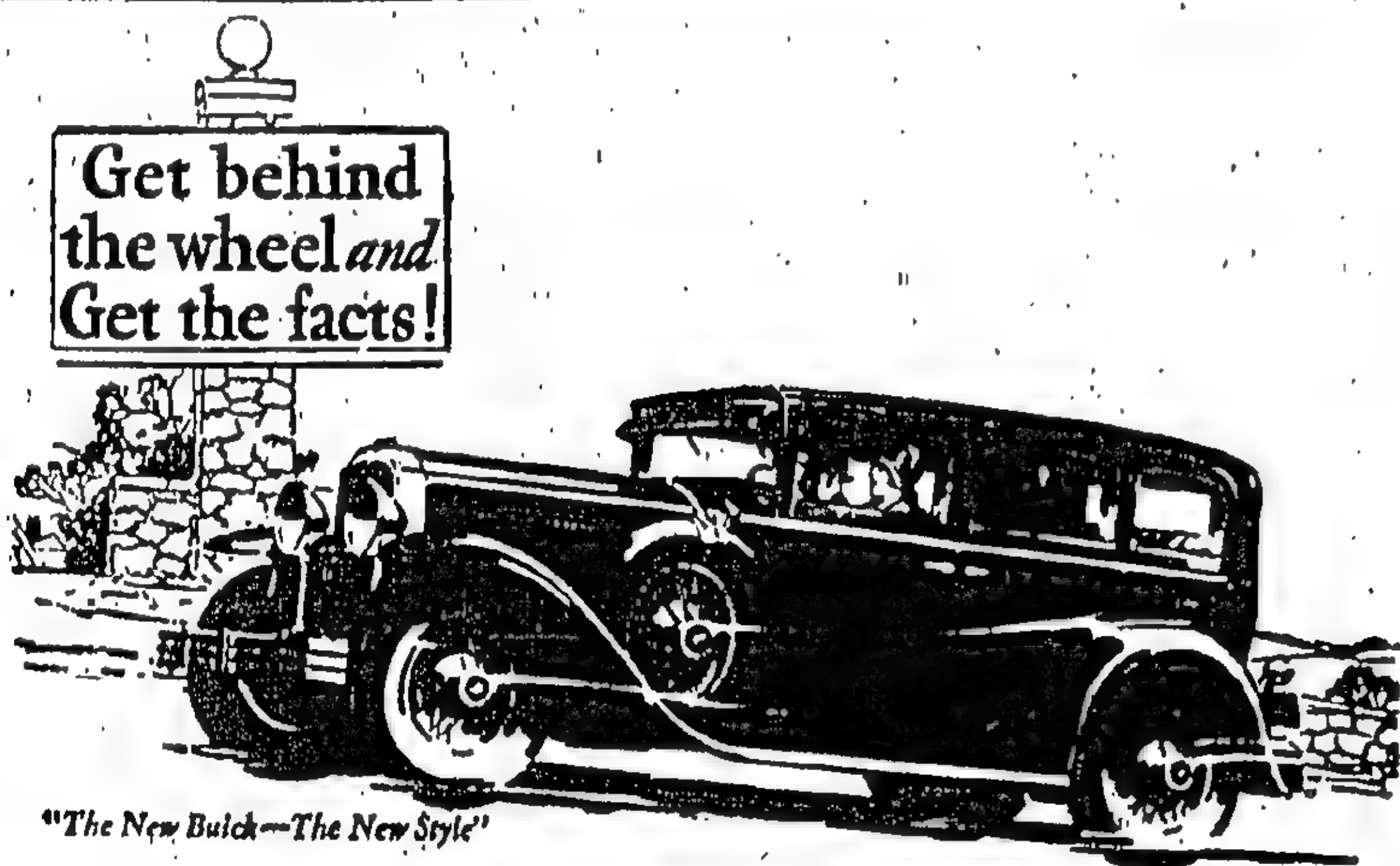
Answer: This clutch would be ruined after a time if run dry. The lubricant used with it is a half and half mixture of engine oil and kerosene to the amount of one-half pint. This amount should be supplied at the end of each 1,500 miles after flushing the clutch case out with kerosene. If too much oil in proportion to kerosene is used, slipping is likely to occur.



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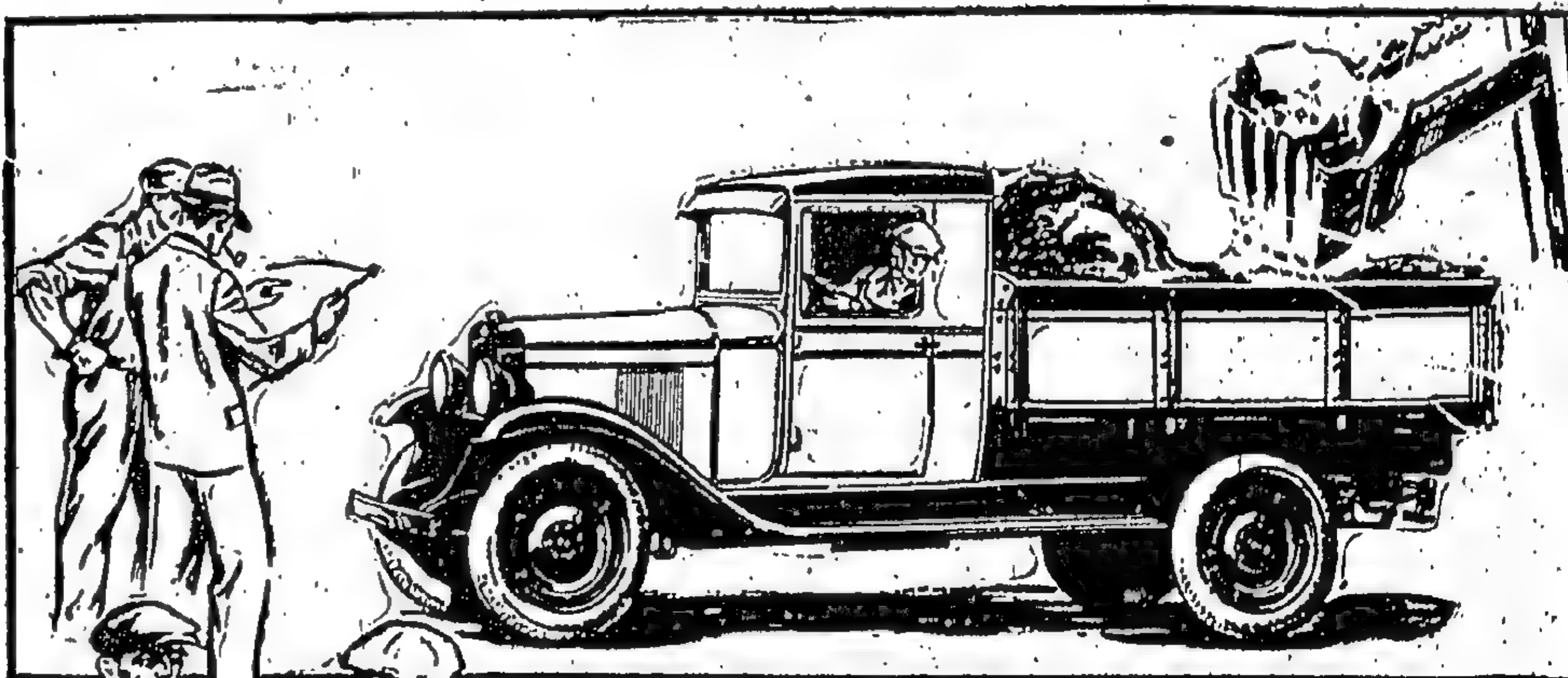
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**FACTORY IS CITY.****Motor Organisation.****POPULATION OF THOUSANDS.**

"A city within a city within a city." That's what they have in Detroit. It has a population of approximately 18,500, operates its own police and fire departments, post office, railways, restaurants, schools and hospitals, and manufactures products valued at millions of pounds yearly, which are shipped to every corner of the world.

The city enclosed in two others is "Dodge City," within the city limits of Hamtramck, a separate city within the limits of Detroit. The area of this city is approximately 218 acres, yet nearly every function performed by municipal governments can be duplicated within its boundaries. Here more than 2,000,000 Dodge Brothers motor cars have been built in the 14 years of the city's existence.

**Island in Detroit.**

In 1914, Hamtramck was a neighbour of Detroit, dotted with swamps and paddocks. In the open spaces of the village, the present site of the Dodge Brothers plant was selected, because it was near enough to Detroit for utility connections, but far enough away to escape the disadvantages of a city location. Since then, Hamtramck has incorporated as a town and later as a city. Now it is an "island" completely surrounded by Detroit.

Fifty-seven different nationalities are citizens of "Dodge City," a factory community with an industrial personality. Within its limits, 120 police are on day and night duty to patrol the gates and protect property. Fifteen firemen and complete fire apparatus compose an efficient fire-fighting force. A factory tailor sees that police and firemen's uniforms are kept in first-class condition.

**Hospitals and Restaurants.**

One main hospital and six branch units throughout the

plants employ thirty-three trained medical attendants, including physicians and nurses. Injuries to employees are treated carefully and promptly, and in more serious cases an ambulance is always available. A post office handling 11,000 pieces of incoming first-class mail daily is required to transact the business of this factory settlement. The plants also have their own telegraph offices and special messengers.

Feeding the thousands of Dodge City proves a gigantic task. A large cafeteria solves the problem for hundreds each day, and there are thirty-two lunch wagons operated throughout the factory grounds. Many privately owned restaurants border on the factory limits, and a dining room is maintained for executives in the office building or city hall.

Thousands of employees ride to work daily in their own cars, and they are provided with parking spaces near the plant in charge of special police. Numbers and spaces are assigned to avoid congestion. Four miles of narrow-gauge railways are within the factory grounds, on which are operated locomotives powered by Dodge Bros. engines. In addition, there are 23 railway switches entering the various plants, ensuring efficient movement of freight to and from the outside world. Bus lines operate on regular schedules between the plants, carrying passengers and messages.

**Paid to go to School.**

Inside the factory is a school offering courses in automotive mechanics and engineering to students from all over the world. The course requires from 20 to 35 weeks, and students are paid while attending. The happiness and co-operation of employees is ensured by liberal provisions. Paid-up life insurance policies are given regularly to employees, starting after six months' service and ranging to 15 years, representing values from \$400 to \$500. A welfare department supervises the financial needs of employees by loans in sickness or emergencies, while a legal department advises employees in the negotiating of contracts, mortgages, and deeds.

**STRAIGHT EIGHT BUS.****Studebaker Innovation.****GREATER STAMINA.**

America's first bus chassis powered by a straight eight motor is announced by The Studebaker Corporation of America.

Finer performance, smoother operation and greater stamina is claimed for this new bus chassis by Studebaker engineers.

The new Studebaker buses are offered in two sizes—158-inch and 184-inch wheelbases and in three types. These include the 158-inch straight eight Junior Chassis Model 77 with single or dual rear wheels, the regular straight eight 184-inch Special Chassis Model 86, single or dual rear wheels, and the 184-inch straight eight Heavy Duty Chassis Model 95. Standard bus models are the 22-passenger Seminole Observation Parlor Car and the 21-passenger street car bus.

Some of the more important features of these new buses are a 115-horsepower straight eight motor; dual carburetors which in effect gives two carburetors and two manifolds each feeding four cylinders; a semi-automatic choke; large over-sized generator; sturdy mounting; motor driven fuel pump; improved and heavier fan mounting; weather proof ignition. Three or four speed transmissions are optional.

The motor used in the new buses is fundamentally the same as the one used in The President Straight Eight, except that it possesses additional refinements which give it even greater stamina and all-around performance. That it already possesses stamina to an unusual degree has been conclusively proven by its record breaking runs under American Automobile Association supervision, chief of which was when two President Straight Eight Roadsters travelled 30,000 miles in 25,329 consecutive minutes respectively.

The chassis is unusually strong and provides extra factors of safety and strength throughout without sacrificing riding comfort. On the 184" Special and Heavy Duty chassis, there are two tubular cross members and five pressed steel cross members. On the 158" Junior chassis there is one tubular cross member and five pressed steel cross members. The frame is made of high quality pressed steel. Its maximum section is 8-1/16" in height, 3" flange width and 7/32" thick.

Heavier and wider springs carried in extra heavy shackles with big spring bolts are an important contribution to riding comfort. The rear springs are 56 1/2 inches long and 3 inches wide and the front springs 38 inches long and 2 1/2 inches wide. They are of the semi-elliptic type and are manufactured by Studebaker according to Studebaker formulas.

A feature of the braking system and one which affords increased ease of braking action and greater driving safety is the use of Westinghouse vacuum brakes as a unit in the four-wheel brake system.

Operating as a unit—these brakes require only one-third the normal pedal pressure to operate. This reduced pedal pressure is especially desirable in street car type service as well as on inter-city routes because it materially reduces the physical energy required for full braking efficiency.

**SELF-LIGHTING.****Parking-Tail-Lamps.****INGENIOUS TIME SWITCH.**

A time switch which will automatically light parking and tail lamps of a car at sunset is being sold in England.

It is called the Scatlite and is a small dial, about the size of a speedometer, and can be set to the dash board.

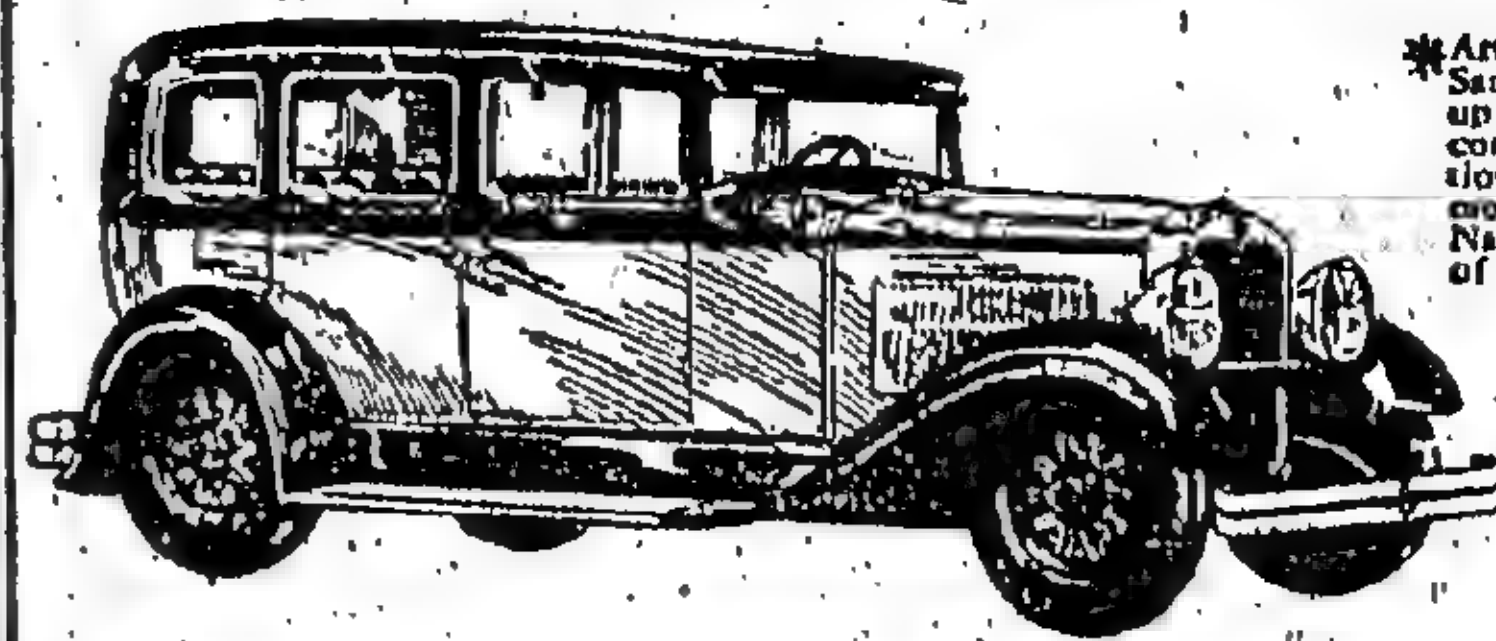
To it, a lead is taken from the light switch, which is left in the "on" position when the Scatlite is to be used. A knob in the centre controls the amount of tension put on the device, and the time at which the lights are to be lit is recorded on a rotating dial.

It does not absorb power, nor does it need winding. The whole impetus is supplied by twisting the knob and rotating the dial to the time required.

The dial is graduated in hours and minutes, so that if the lamps are wanted at 6 p.m. and it is set at 2 p.m. the dial would record 4 hours.

**CARS PER MILE.****Interesting Facts.****CONGESTED EUROPE.**

In a recent compilation by the American Automobile Association it was found that there are now 4.81 motor vehicles in use for every mile of highway throughout the world. The United States has seven motor vehicles for every mile of its improved and unimproved roads. France has 2.5 vehicles per mile, Germany 0.8 and Great Britain 10.4. The general average for all of Europe is 20.7 cars per mile of road. However, the high average of cars per mile of road in Europe does not indicate a great ownership of motor vehicles, but a comparative paucity of roads. The total road mileage in the world is 6,582,001, of which the United States possesses nearly half. Of the total of 31,000,000 motor vehicles in service throughout the world, America has more than 23,000,000.

**THE WORLD HAS A NEW AND FINER MOTOR CAR**

\* Art Goebel won the Dole Race from San Francisco to Hawaii, then he hung up a new record for a Coast to Coast continuous flight with a Twin-Ignition, high compression, valve-in-head motor. Now he has bought a new Nash "400" to get the same kind of performance from his motor car.

The Nash Special Six "400" Sedan

**It was a Twin-Ignition Engine**

that carried Lindbergh over the Atlantic, Goebel \* over the Pacific, Byrd over the Pole!

In history-making flights Lindbergh, Byrd, Goebel\* and a host of others have established dramatically and conclusively the superiority and reliability of twin ignition, high compression, valve-in-head engine performance.

And all three principles are combined in the great new Nash Twin-Ignition Engine which powers every Nash "400" Special and Advanced Six model.

The Nash Twin-Ignition Engine, with two ignition coils instead of one, two

spark plugs (airplane type) to each cylinder instead of one, 360 sparks, a second instead of 180, at top speed, burns the highly compressed gases more thoroughly and economically.

The result is more power from less gasoline, and quicker engine response. No special, high priced fuels are required for the Twin-Ignition Engine.

Once you drive the great new Nash "400," you are certain never to be contented with the performance of older types of engines.

**NASH "400"**

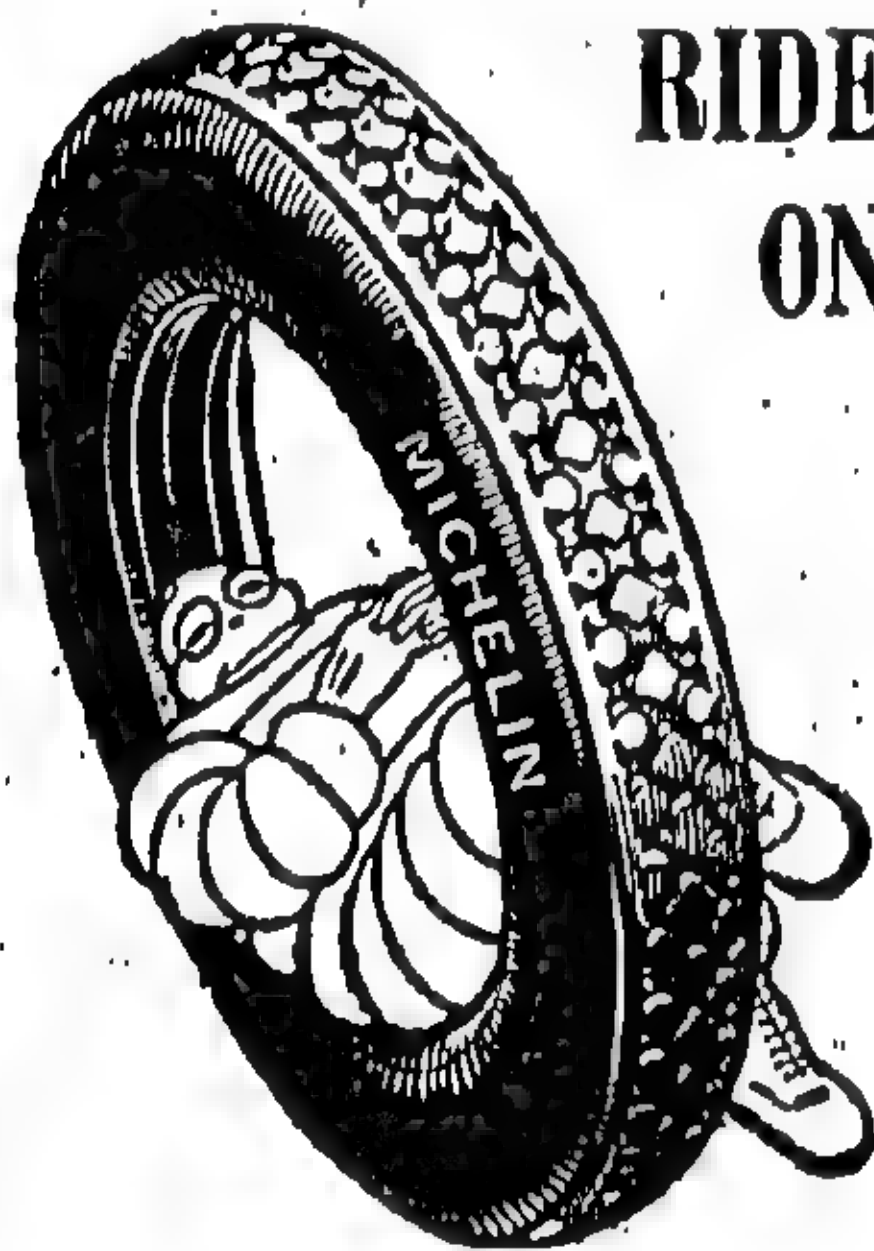
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Twin-Ignition engine	Salon Bodies	7-bearing crankshaft (valve-in-head type)	Short turning radius
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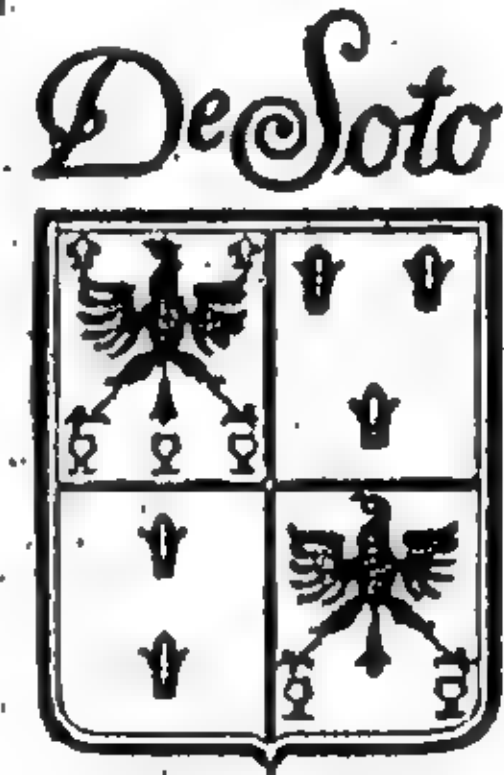
FIAT GARAGE

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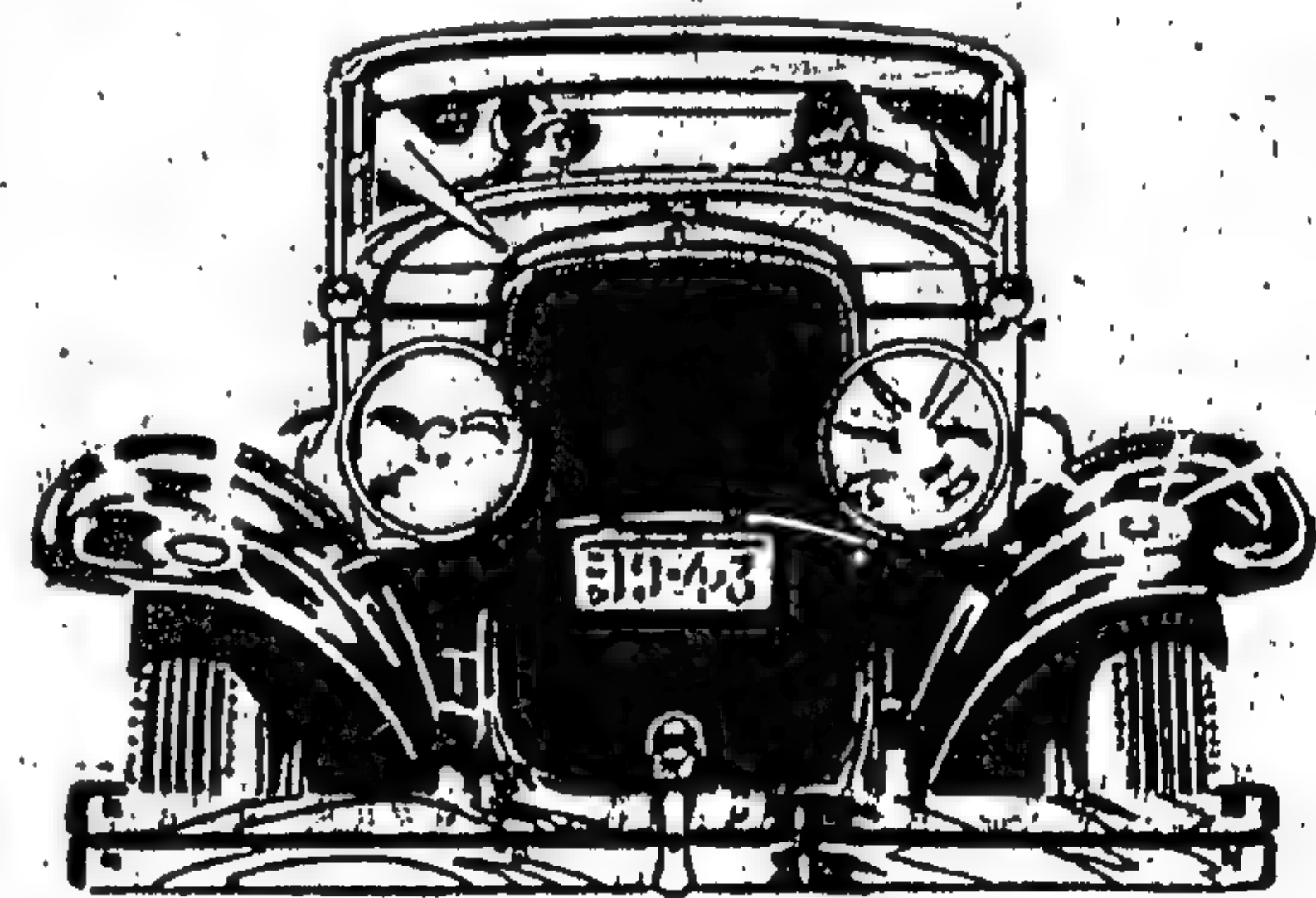
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PRODUCT of CHRYSLER



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New smoothness and quietness of operation at every speed on the speedometer.

New performance, brilliancy, flashing getaway, astonishing power and pickup with marked economy of petrol and oil.

New -type rubber insulation of engine, new-type invar-strut pistons, new-type crankcase ventilator, etc.

New -type 4-wheel hydraulic internal brakes with moulded brake lining, giving instant and squeakless stopping in any weather.

New slender-profile radiator, new bowl-type lamps, with beautiful cowl lamps and cowl bar, all chromium plated.

New riding qualities from long resilient springs and hydraulic shock absorbers, front and rear.

New roominess in the long low-hung bodies, seating five adults with a surplus of comfort.

New richness of interior appointments, with high grade mohair for closed cars and genuine leather, pigskin for open models.

New arched window silhouette, new air-wing mudguards, new charming colour combinations.

**See... the new Sensation-Car**

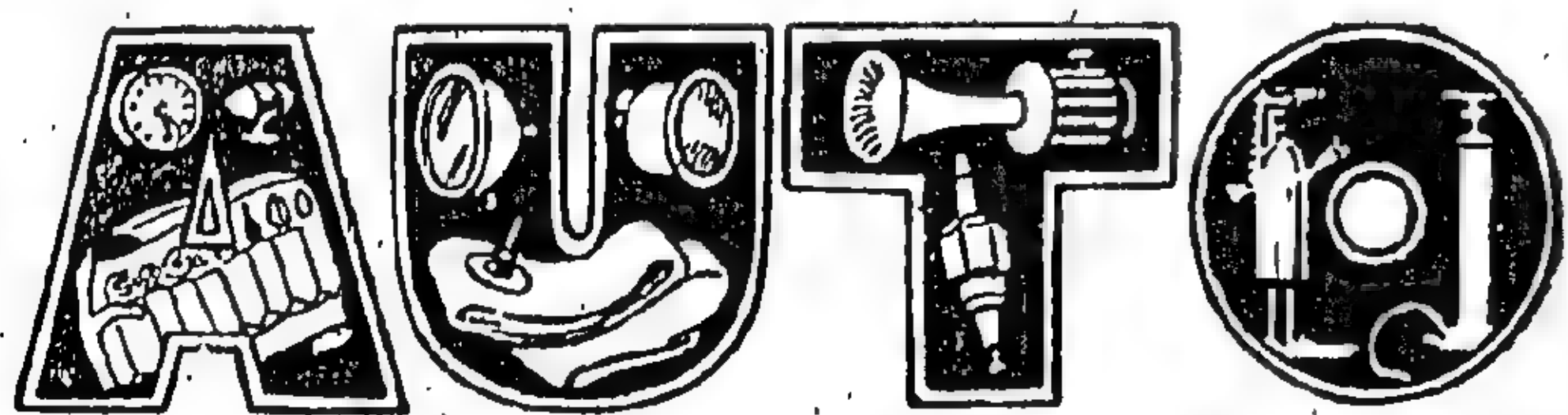
De Soto Six—brilliant and revolutionary in its field—Chrysler-built—beyond all quibble and question gives new beauty, new style, a new high quality and performance for popular-priced sixes—See it and know why the public rates it by long odds the world's outstanding value for cars selling at anywhere near its price.

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The most complete stock of Auto Accessories in the City are here at lower than elsewhere prices.

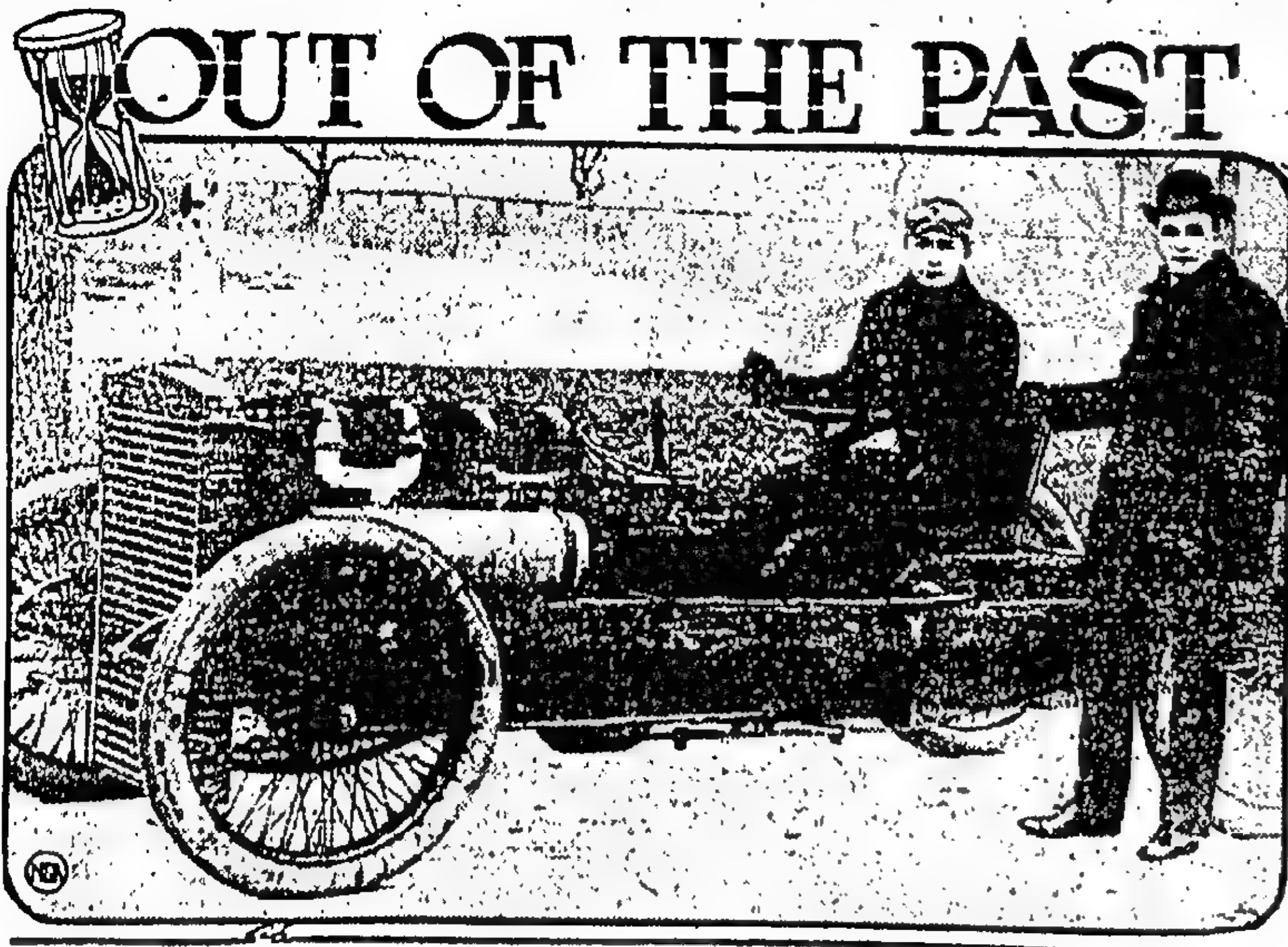
No matter what you might want in accessories we have it.

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(Successors A. LUNG & Co., Auto Dept.)

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This automobile, was the world's fastest in 1902. It was the famous "999" racing model of Henry Ford, who is shown standing, and was driven to world records by Barney Oldfield, shown at the wheel. Incidentally, note the steering apparatus that Barney has hold of. Of course, this was one of Ford's first creations in the automotive industry and it wasn't as fast as those racers that go around speedways better than 100 miles an hour to-day, but it was fast enough to make the folks of that time gasp in wonderment when Ford and Oldfield tried it out on Lake St. Clair, Michigan, in 1902.

## NEW YORK SHOW.

## Record Attendance.

## FOREIGN CARS SEEN.

Surpassing in attendance, space coverage, cars shown and makers represented in all previous displays, the 29th National American Automobile Show was held at the Grand Central Palace, in New York City, from January 6th to January 12th, inclusive. There was not a last year's car in the three hundred exhibited in the three floors reserved for the show. There were 46 makes of automobiles represented, five of which were manufactured abroad.

More than 15,000 people visited the Grand Central Palace on the opening day, yet although this number was greater than that of any other year, congestion was avoided due to the foresight of the

committee in charge of floor space regulations. Ample room between displays allowed the great throng which poured through the entrance for a week to pass without serious crowding. With greater space allotment than ever before Chrysler Motors displayed the largest array of Chrysler built cars ever exhibited. Special shows were held at the Commodore and Pennsylvania Hotels and at the showrooms of Chrysler, Dodge, De Soto and Plymouth distributors and dealers throughout New York and Brooklyn.

Representative body styles in all of the Chrysler line were displayed, including three lines of Chrysler's two lines of Dodge Brothers passenger cars, the De Soto Six and Plymouth, the Fargo and Dodge Brothers commercial vehicles, station wagons, buses, delivery cars and trucks. Fifty-three passenger car body styles on seven different chassis, in addition to the 42 different Dodge commercial types and complete Fargo commercial vehicles in half and

three-quarter ton sizes were shown.

An interesting feature of the Chrysler Motors display was the introduction of a new Dodge Six, a striking answer to the plan for increasing the Dodge prestige under the Chrysler banner. The radiator emblem retained the familiar Dodge interlaced triangles with the Chrysler wings added.

An impressive feature of the show was the dinner given to fourteen hundred leading men in the automobile industry, in the ballroom of the Commodore Hotel by the National Automobile Chamber of Commerce. Included among the guests were 120 representatives from 34 overseas countries.

## SELL—THEN BUY.

According to the National Automobile Chamber of Commerce, the automobile industry, in purchasing 1.7 cars while selling one, is the largest buyer of automobiles in the world.

## USEFUL HINTS.

## Valve Trouble in Most Cars.

## MEANS LOST POWER.

We have eliminated most engine and chassis noises with improvement of our cars, but have still to find perfection in the valve mechanisms. Yet this is one of the most important factors in the proper functioning of a motor.

The seriousness of valve imperfections and their causes were recently taken up at a meeting of the Society of Automobile Engineers, by Jack Frost, one of its members and a noted automotive engineer.

"Valve trouble in most cars," says Frost, "means lack of power, the engine will not idle, the car will not climb a hill as it used to."

Ninety per cent. of the valve troubles, according to Frost, are the results of misalignment of the valve head with the valve stem, valve-stem guide or valve seat.

"The valve seats and valve-stem guides are subject to seasoning," he says, "as is the case with all parts made of cast iron, and the intense heat generated in the automobile engine brings a rapid change in the texture of the metal and distorts these parts. The

guides sometimes require from 1,000 to 2,000 miles of running before they have become permanently set or seasoned.

"Thus, every hour's operation of the engine adds to the value of the material in these parts, but makes it necessary to service or recondition the valve seats as soon as possible after the engine shows such reconditioning to be needed.

"The guide, a small cast-iron rod extending into the valve port where the heat from the burning gas has greater opportunity to warp it, soon loses its perfect alignment with the seat and changes the direction of travel of the valve.

"The spring has the power to close the valve regardless of this untrue condition, but does so through the valve striking a small portion of the seat first and then gaining the full seat through a pendulum-like swing of the stem. This produces a metallic click that defies removal through cutting the tappet clearance.

"Sticking valves are produced through the same misalignment. Fifty thousand to 100,000 times a day the valve is opened and closed in the normal running of an automobile. Under the best conditions, this side-slap of the stem will produce carbon to such an extent that it will seal the valve stem in its guide regardless of the amount of clearance. "With the advent of high-speed

engines, warped and burned valves began to be noticed. When a valve does not close completely, the compressed burning gas, which reaches, under ordinary operating conditions, a temperature of 1,600 to 2,000 degrees Fahrenheit, is forced with great velocity through the small opening left and burns the valve face or warps the stem.

"It is impossible, when a valve guide warps and loses its original alignment with the block and the valve seat, to bring it back, yet it is ridiculous to replace it. The

first 10,000 to 15,000 miles of operation of any engine makes the set of cylinders worth a dozen new ones, so far as warpage is concerned. On most of them warpage of 5 to 15 thousandths of an inch occurs in 15,000 miles of running.

"After reconditioning the cylinders and running the engine for the same distance again, the warpage will be very little. The little valve guide, then, is imperfect until it has warped and settled. We must then cut the valve seat true to the angle that the guide has taken."

ACCORDIAN  
RENOVED LUSTROUS  
CAR POLISH

ONE (SOILED CARTON) BOTTLE  
SUPPLIED FREE TO FIRST  
USERS.

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7, Queen's Road, Central.

Retailers:—UNIVERSAL MOTOR  
& SUPPLY CO.

22, Queen's Road, Central

## NOTICE

TO

## ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

## THE ANCIENT MOTORIST.

Argument:—How modern cars on good roads cover a reliability course from Sydney to Melbourne in 24 hours; and how this fact caused an ancient motorist to discourse of perils encountered and overcome; and of why he gnashed his teeth on dry metal.

It is an ancient motorist  
And he spoke through bearded  
mouth:

"Yon tooth-marked cup recalls  
to me  
A hard trial to the south.

"These modern cars on modern  
roads  
Leave me stone cold," quote he.

"If you would hear of dangers  
drear  
Fill up—and hark to me.

"With one-lung spitting smoke  
and sparks  
And spare tubes aft and fore,

We steered a cruise 'round cart  
and horse  
Which fled before our roar.

"Ere Liverpool we passed, three  
cars,  
Seized up and well ablaze,

But still ahead eight others fled,  
hid in their dusty haze.

"We used a rope and tackle oft  
To climb o'er Razorback,  
And stopped at Picton for an  
hour

To put the engine back.  
"With doleful soba and hearty  
'banga'

Our tyres burst one by one,  
By candlelight we fixed them,  
and  
Reached Goulburn with the sun.

"We could not sleep, we could  
not eat,  
'On, on,' was still our cry,

Until, upon a baking plain  
The water-tank boiled dry.

"Such sacrifice, you won't  
believe,  
Its like you'll never hear:

Yet in that water jacket we  
Poured all our bottled beer.

"Parched, won and wild, we

chewed the dust  
To find, in the first town,  
That locusts had gnawed  
through the bridge  
And let the beer-train down.

"The bearings bore; the rollers  
ran;  
The motor missed or hit;  
The steering yawed; the speedo  
sped,

And still, chock-full of grit.  
"We pushed that car and tied  
it up  
With rope and fencing wire,  
And struggled through; past  
rocks and wrecks,  
On three rims and one tyre.

"Through ruts, through bogs,  
through towns and bush,  
Through hours and days and  
weeks;

Each night we ground the valves  
again,  
And soaped-up all the leaks.

"Our beads were long; our hair  
uneut,  
But victory was in sight,  
We'd passed the last competitor  
When, on a fatal night,

"A bush-fire trapped us on a hill  
And burnt our noble car.  
We still had ninety miles to go—  
To youth, that isn't far.

"We carried what was left along,  
The chassis, motor, tank;  
We reached the Melbourne  
G.P.O.

And on the steps we sank,  
"That's how we won that hand-  
some cup:  
It's ancient now, and dull,  
Those marks I made, I bit it  
when  
I found it was not full."

(Sydney Sun).



YOUR CAR  
SHOULD  
CARRY AN  
AUTO-TOTAL  
THE BEST  
MOTOR CAR  
FIRE EXTINGUISHER  
IN THE WORLD.

Prices from  
the Sole Agents,

KELLER, KERN & Co., Ltd.  
15, Connaught Road, C.  
Telephone C. 3120.

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THE HONGKONG AUTOMOBILE  
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A Few Advantages:—  
10% Off Motor Car Insurance  
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Reliable Drivers Supplied  
Free Mechanical Advice  
Associate Membership of the  
R. A. C. and A. A. London.

C. P. MARCEL  
Hon. Secretary.

C/o "Hongkong Telegraph"

FOR  
ALL  
CLASSES  
OFMOTOR  
INSURANCE

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For  
Our  
PROSPECTUS

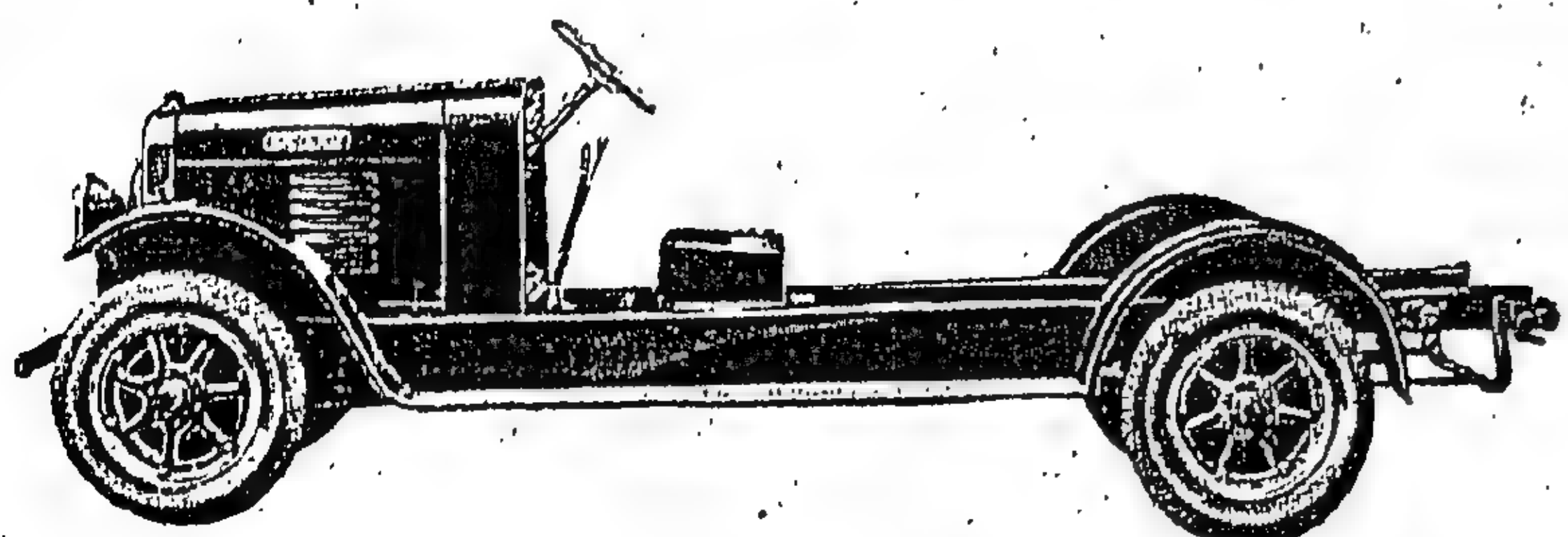
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MOTOR RUGS,  
GLOVES AND  
MUFFLERS

UNMATCHED IN APPEARANCE  
AND PERFORMANCEBROCKWAY  
TRUCKSTHE BEST LIGHT TRUCK TRANSPORTATION  
OBTAINABLE.

We shall be pleased to convince you  
of the excellence of these vehicles.

## THE ASIATIC AMERICAN CO.

SHOWROOM ..... 11, Queen's Road. Tel. C. 575.  
OFFICE ..... 48, Stanley Street. Tel. C. 244.

## THE LOVE INSTINCT.



## SINCERE'S

Agents for:—

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NORTON

EXCELSIOR

MOTOR CYCLES

We have a model to suit every need—from  
little light weight moun's to high-speed  
leading machines.

All Britain's Best Values!

Ask For Easy Payment Terms



**DRAGGING BRAKES.****Fault of Many Cars.****VALUE OF TEST.**

Too many cars are being driven with dragging brakes. If you were to check up on the cars on the road you would find that almost twenty-five per cent. of them had at least a slight drag on one of the wheels. Many cars are habitually driven with the brakes dragging because they are set up too close.

It is easily possible for the brakes to drag just enough to cause the drum to heat up but not to smoke or burn. A considerable amount of power is lost in this way. And in addition the brake is being burned out before its normal time, so that money is being wasted not only because of the fuel consumed but also because it will be necessary to re-line the brakes much sooner than would normally be the case.

Another cause of wasted fuel, which while not so frequent as dragging brakes, is not uncommon, is the slipping clutch. A clutch that slips noticeably on a steep hill may be slipping imperceptibly every time the car is accelerated. It is apt to be slipping every time the car is driven at a fair rate of speed. As time goes on the slipping tendency will become worse and worse. If detected and immediately attended to, the trouble can generally be cured by adjusting the clutch. If it is let go too long, the continued slipping causes the material to glaze and necessitates new clutch facings.

**Not Easy to Detect.**

It is easy to detect a slipping clutch when a car is climbing a steep hill in high gear. At such a time the motor will "run ahead" of the car. The driver who is familiar with his car will know at once that the motor is turning over faster than it should for the speed the car is making. When this trouble is found it should be attended to at once. If this is done the cost for repairs will be very much less than it would be if it were let go long enough to ruin the clutch facing material.

The dragging brake is not always so easy to locate. Often it is not suspected although the symptoms should be plain. The car will not climb hills or accelerate as well as it should. There is a very noticeable drag or lag to the performance.

There is one sure way of finding whether or not you have a brake that is dragging. After a long run

place the hand on the brake drums and see if they are warmer than normal. Do not do this just after a car has descended a long hill where the brakes have been used more or less continuously, but rather after a normal run over level ground. If one wheel is hotter than the others the cure is obviously to slack up slightly on the brake. There are other ways that the power and fuel is wasted besides through the brakes and the clutch. An improper mixture is a thief of power. The effect on the pocket-book of the motorist may not be noticed at any time, but taken over a long period it will certainly cause a marked difference in the gasoline bill as well as in the performance and life of the motor.

**Fault of Too Rich Mixture.**

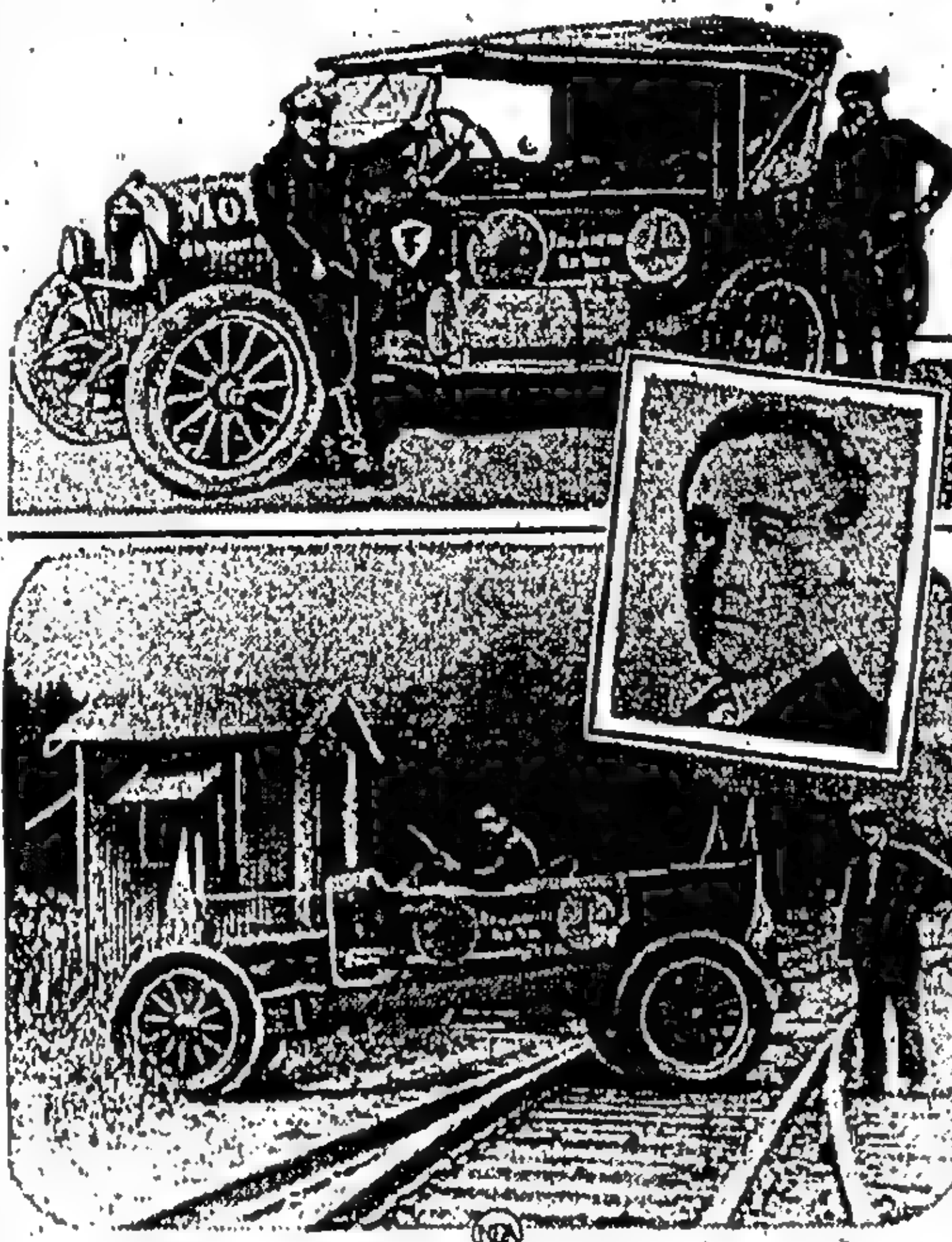
When a car is run on too rich a mixture it will not perform as well as it should. Furthermore, the life of the car will be cut down because more of the fuel is going to find its way into the crankcase, thus diluting the lubricating oil. In the long run this will have a material effect on the life of the pistons, rings and all the bearings.

Many cars are equipped with a cold-air intake that is supposed to be used in the summer time and shut off in the winter. After the first of November in the climatic belt of such cities as New York and Montreal, the lever should be shifted to the winter position, at which time the cold air is shut off and the motor is being run on pre-heated air. This will let it warm up sooner and will cut down the time that it is necessary to run the car with the choke lever pulled out. If the average motorist knew how much gasoline is consumed while the choke is in use, he would certainly use it as little as possible. At that time the raw fuel is being drawn in a veritable stream into the manifold and thence into the cylinders, where it cuts away the lubricating film and finds its way down into the crankcase. What little is burned, is burned without sufficient air, causing it to carbonize the cylinders rapidly.

Use the choke to get started and close it as soon as possible. Also have the mixture adjusted for cold weather so that it is necessary to use the choke as little as possible, and in this way fuel will not only be saved, but the life of the motor will be prolonged and there will be less frequency of oil changing.

**HIGH SPEED RECORDS.**

Though high motor speeds seem very recent accomplishments, a record of 75 m.p.h. was set as long ago as 1902.

**A LONG TRIP.****Two Years' Journey.****MANY OBSTACLES.**

When he left Rio de Janeiro nearly two years ago, Jose Mario Barone had an automobile that looked like one, as upper photo shows. When he arrived in South Bend with it recently, all that was left of it was what is shown in the lower photo. Barone is shown in inset.

South Bend, Ind., Feb. 16th—The first attempt to link the two Americas by automobile has been terminated here with the arrival of Jose Mario Barone in what is left of his six-year-old Studebaker.

Barone left Rio de Janeiro, Brazil, on May 23, 1927, on a 20,000-mile trip, in an open touring car with 100,000 miles already on its speedometer. His adventurous trip led him southward through Sao Paulo, coffee-producing centre of Brazil, into Montevideo, Uruguay. There he circled the mouth of the Rio de la Plata into Buenos Aires, prosperous capital of the Argentine.

From here on his hard work set in. He cut inland, crossing the interior of Argentine and slowly climbed the Andes mountains, 13,000 feet above sea level. He left the worst part of the Andes behind at Tres Cruces, Chile, and finally arrived at La Paz, capital of Bolivia.

**Builds Own Roads.**

Leaving La Paz, working westward toward the coast, he crossed some of the highest mountains in the world. He was forced to construct much of his own roadway, as the interior of South America is almost virgin jungle and a modern highway is something unknown.

Through jungles where creepers, undergrowth and massive trees barred his way, through deserts where the sun sent the radiator up to its boiling point, and across numerous mountains, he fought his way until he reached Lima, Peru, on the west coast of South America.

Still fighting nature, he passed up through Peru to Ecuador, Colombia and Panama.

In Panama, Barone encountered his greatest difficulty. The isthmus is about 60 miles wide. Roads cut in on the eastern side for 17 miles and on the western side for 10 miles. The distance between, 23 miles, is impassable except for the Panama railroad.

**Auto Trip by Rail.**

Barone, through an automobile salesman in Ancon, got permission to ride the railroad right-of-way across the isthmus on condition that a qualified engineer or conductor should ride with him and that he carry two white flags, indicating that the automobile was an "extra" and one red flag for a "tail light."

Riding 23 miles of railroad ties isn't the best fun, but Barone made it. He continued on his way through the Central American countries, finally to pass through Mexico and land on a wide Texas highway on Jan. 4. By the time he got here his car had been stripped of practically all but the motor and chassis.

"I was very glad to reach the United States after such a long trip," says Barone. "I laugh to hear your American motorists complain of bad roads. I tell you I thought I had reached Paradise when I started rolling over those marvellous Texas highways."

Once in the United States, Barone speeded northward to Chicago and from there to South Bend. His next move will be Canada, the last leg of his long automobile jaunt.

**BIG MOTOR PARK.**

The open air parking space in Grant Park, Chicago, is said to be the largest in the world. More than 4000 cars can be parked there.

**The Choice of the—**

**G. W. R.  
L. N. E. R.**

and

**SOUTHERN RAILWAY**  
for their new  
**RAIL-ROAD SERVICES**

**THORNYCROFT**

**SIX-CYLINDERED  
COACHES & OMNIBUSES**

*Preferred by experienced users!*

*Further particulars of our Lorries, Vans, etc., for 1½ to 7 tons, and Coaches or Omnibuses for 20 to 45 passengers forwarded on request to:—*

**JOHN I. THORNYCROFT & CO., LIMITED.**

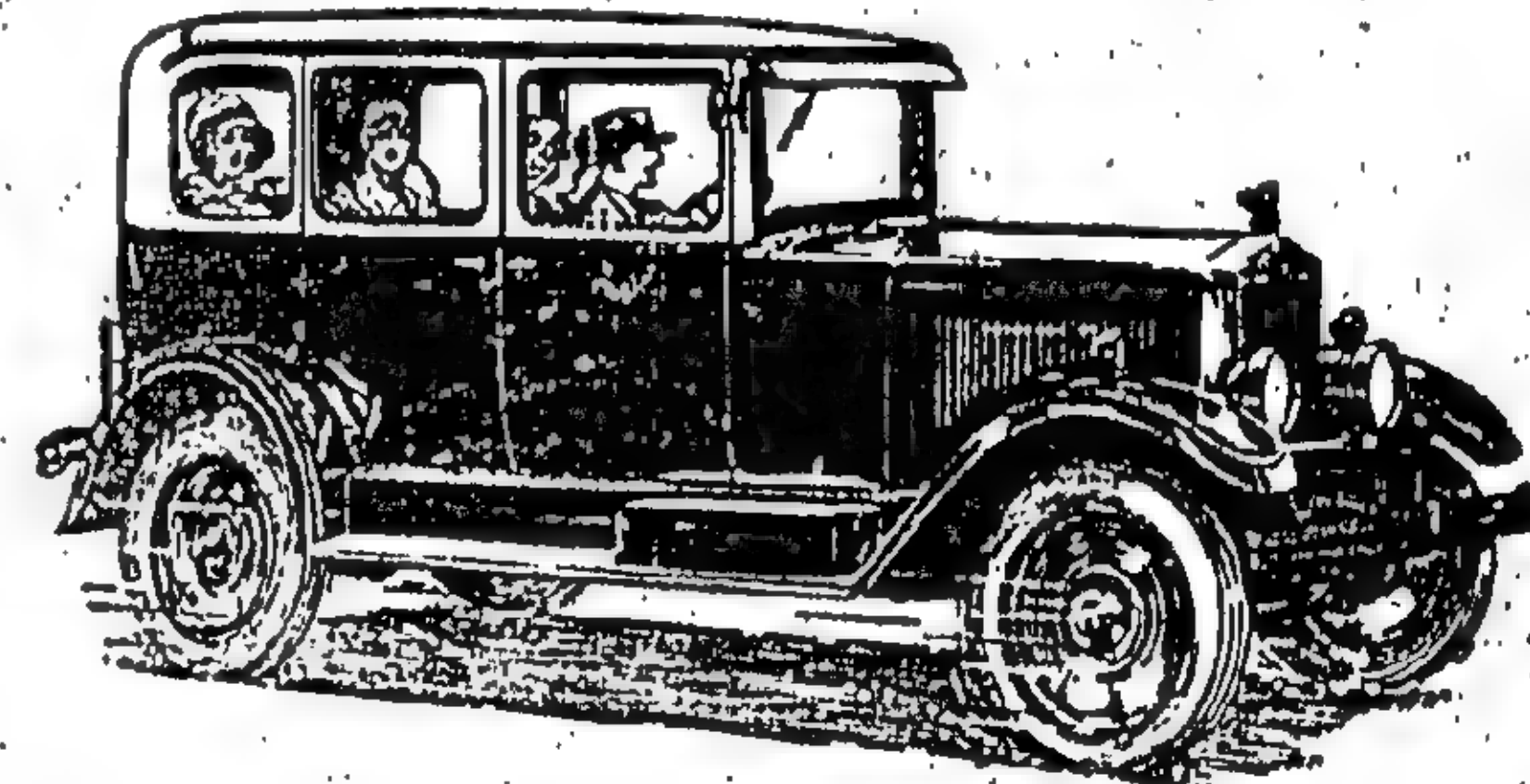
**UNION BUILDING.....HONGKONG**  
**FIFTH.....FLOOR.**

Write us and our representative will call.

Telephone Central 4831.

**DEAL DIRECT.**

**Built well—  
and wisely**



**IT** is not enough to build well—we must build wisely. So Morris studied conditions.

Morris built a bigger car, with high clearance for the road that dwindled to a trail. Sturdy suspension, deep springing on a 56 in. wheel track to ride where there was no road at all. A higher-powered engine to climb gradients more fit for mules than motors, each detail of its design to ensure a smooth, high output of power in all conditions of climate. Above all, a job that, from wheel to wheel, would be so reliable, so trustworthy, that your mind would be easy a thousand miles from a garage.

This is the car that Morris, Europe's greatest automobile producers, have built for you. A universal car that has earned universal confidence.

Prices . . . Full Five-seater Tourer

Full Five-seater Saloon

**MORRIS AFTER-SALES SERVICE IS WORLD-FAMED AND PRICES OF SPARE PARTS ARE FIXED BY THE FACTORY**

Ask your Morris Dealer for full details

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**MORRIS MOTORS (1926) LIMITED**  
COWLEY - OXFORD - ENGLAND

**THE HONG KONG HOTEL GARAGE**  
25 Queen's Road Central Tel. Central 4759.



New Chrysler "75" Town Sedan  
Wire wheels extra

**CHRYSLER**

**New Grace, New Style, New Beauty**  
**Greater Value**

Chrysler's new style is so original that imitation even in the least detail must plainly indicate the source of inspiration. Its pleasing grace more than ever obsolesces the bulky and cumbersome. The new Chrysler differs from all other motor cars in their utterly new treatment of slender-profile radiator, air-wing mudguards, arched windows—to mention only a few of

a host of style features—added to a performance which out-Chrysler even Chrysler. The simple fact that thousands of people now realize that not even much more money will buy style, performance, comfort, safety, dependability and long life equal to the new Chrysler, is arousing a demand that Chrysler's large production is taxed to the limit to satisfy.

**SOLE AGENTS—**

**The Republic Motor Co. of China.**

(Successors A. LUNG & Co. Auto Department.)

**30, 32 Des Vœux Road.**



**FERRIES & MOTOR BOATS.****MUST HAVE LIFE-SAVING APPLIANCES.****NEW REGULATIONS.**

It is notified in the Gazette that Table E in the Schedule to the Merchant Shipping Ordinance, 1899 has been further amended as follows:

(1) by the revision of paragraph (c) in regulation 3, as set forth in Government Notification No. 77 published in the Gazette of the 15th February, 1924, and by the substitution thereof of the following paragraph:—(c) that the vessel is equipped with life-saving appliances in accordance with the regulations contained in this Table.

(2) by the insertion of the following regulation:—

40. Every launch or motor boat, when plying or being used as a ferry, shall be equipped with life-saving appliances consisting of standard life-buoys, standard life belts and standard life-saving rafts sufficient for, not less than fifty per cent. of the number of persons the vessel is licensed to carry. The proportion of each of such classes of life-saving appliances shall be determined by the Harbour Master in each case. Every launch or motor boat, when not so plying or being so used, or which does not so ply or use, or which is not so equipped with life-saving appliances as follows:

(i) Vessels in Class I shall be equipped with at least 2 standard life-buoys, and with standard life belts for not less than fifty per cent. of the number of persons the vessel is licensed to carry.

(ii) Vessels in Class II shall be equipped with at least 4 standard life-buoys, and with standard life belts for not less than fifty per cent. of the number of persons the vessel is licensed to carry, also with standard life raft or buoyant deck seats sufficient to accommodate not less than fifteen per cent. of the said number.

(iii) Vessels in Class III shall be equipped with at least one boat, in such a position that it can be readily put into the water, and with at least 8 standard life-buoys, and with standard life belts for not less than fifty per cent. of the number of persons the vessel is licensed to carry, also with standard life rafts or buoyant deck seats to accommodate not less than twenty per cent. of the said number.

These regulations shall come into operation on the first day of October, 1929.

**DR. HARSTON LEAVES FOR HOME.****POPULAR MEDICO GOES ON RETIREMENT.**

By the departure from Home today, on retirement from the Colony, of Dr. G. Montague Harston, the Colony loses one of its best-known residents and most talented professional men.

Dr. Harston, on leaving by the P. and O. liner Naldera, accompanied by Mrs. Harston, has severed an association with the Colony which has extended over a period of 31 years. He has been extremely popular amongst all sections of the community and his professional work has won him widespread and most deserved appreciation and admiration. As an eye specialist he has been recognised as the leading doctor in the Colony, and, as was stated at the presentation ceremony at the Tung Wah Hospital on Wednesday last, his lectures and demonstrations have been of great value to students of the old College of Medicine and of the Hong Kong University. How great a work he has done amongst the Chinese was well attested on the occasion referred to when it was stated that within a period of 20 years he has gratuitously treated no fewer than 60,000 patients. In other spheres also Dr. Harston has done a tremendous amount of good in the Colony, especially in the treatment of children's diseases, on which he has been recognised as an authority. As a general practitioner, he has been no less successful to any nothing of the valuable work he has latterly done with ultra-violet ray treatment.

Socially also Dr. Harston has won numerous friends in the Colony, who will always remember his bright and cheery disposition and his sterling character. We are expressing the sentiments of the whole Colony in wishing both Dr. and Mrs. Harston many years of health and happiness on settling down in England.

**HOME FOOTBALL.**

London, Apr. 12. In the Scottish League, Hamilton, play at home, drew with Dundee, the score being three goals each.—*Reuter.*

**IN NATURE'S REALM.***(Continued from Page 8.)*

which has enchanted us in the work of modern poetry."

And now we find ourselves saying with Thomas Campbell (whose name reveals his nationality) that "It is singular that a subject of such beautiful unity, divisibility, and progressive interest as the description of the year, should not have been appropriated by any poet before Thomson." Further, if it was singular then, it seems to me even more so now that no poet since Thomson has given major attention to this theme. Lowell has a miscellaneous grouping of poems entitled "Poems of Many Seasons," but so far as I know no poet has addressed himself to the grand processional of the seasons as they come and go. It is a field which could well be reworked. As I have already hinted, my experience would lead me to think that this might well be the task of some poet of India or America. Perhaps you have read the poem on "This Day Will Pass" by Tagore in which these lines occur:

"Let me pause a moment.  
That I may fill my basket  
With the flowers and fruits  
Of the  
Six Seasons."

Thomson lived in a country which counts itself as having four seasons. I know not what it means for India to have "six seasons," except at second-hand but my first-hand experience of the American year gives me, I think, something by analogy. American-born people still follow the old inherited custom of speaking of the four seasons. But what about this portion of the year which is called "Indian summer"? It is good to live in a country which has two summers. Now that I live in Kansas, I am almost tempted to say that I have come to where we have two springs! If you have seen winter wheat greening the prairie as we come up to Christmas you will understand. Here we have winter in the air but the sign of spring on the field. We feel winter while we see spring. We have summer in autumn. Yes, I think it would not be hard for me to acclimatise myself to the thought of six seasons. The processional of the seasons in America has a richness more than I found when I lived near Scotland. But the poets of that country, with their four seasons, knew the beauty of them. Thomson was stirred to expression. He wrote well. But I wait the work of the poet who will come bearing the rich worth of a year whose seasons seem to be six rather than four.—F. S. in the *Christian Science Monitor.*

**NEED FOR CARE.****MAGISTRATE'S REMINDER TO INSPECTOR.**

"You see how very careful you have to be in making a charge of unlawful possession," said Mr. E. W. Hamilton at the Police Court this morning to the inspector in charge of a case in which a Chinese was arrested in possession of a brass counter rail and other articles of which he was attempting to dispose.

Yesterday the case was remanded in order that the police might make investigations, and it now transpires that the defendant was formerly employed by the manager of a small Chinese import and export firm who, by means of a trick, had defrauded several shopkeepers in Hongkong and absconded early this week.

In lieu of wages for his servant he gave him the brass rail and the other articles.

Mr. Hamilton dismissed the case and as the Chinese was leaving the Court called after him:—"Take your stuff away," adding *sotto voce* "I expect you will get pinched again as soon as you leave the Court!"

**EXCHANGE RATES.**

London, Apr. 12.	
Paris	124.25
New York	4.85 7/16
Brussels	34.90
Geneva	25.22
Milan	22.75
Berlin	20.46
Stockholm	18.18
Copenhagen	18.21
Oslo	18.20
Vienna	34.57
Prague	104
Helsingfors	193
Madrid	32.75
Athens	375
Bucharest	818
Rio	5.20/32
Buenos Aires	47.5/16
Bombay	1/6 15/16
Shanghai	2/6
Hongkong	1/11 1/2
Yokohama	1/10 1/32
Silver (spot and forward)	25 1/2

—*British Wireless.***BETTER BRITISH TRADE.****ENCOURAGING INCREASE IN COAL EXPORTS.****QUARTER'S FIGURES.**

London, Apr. 12. The Board of Trade returns show that exports for March were of the value of £68,023,000, this being £6,334,000 less than for March of last year.

Imports were of the value of £38,593,000, or £11,923,000 less than the same month in 1928.

It may be pointed out, however, that Easter fell in March this year, whereas last year it fell in April and this holiday would account for a substantial lessening of trade.

Exports for the first quarter of the year were of a value of £181,167,000, showing a decrease of only £769,065 compared with the first three months of last year.

Imports for the first quarter amounted to £305,975,000, showing a decrease of £3,737,000 compared with the first quarter of 1928.

The most encouraging feature presented by the returns for March is the increase in the value and quantity of coal exported. In value this exceeded £500,000.

—*British Wireless.***RUSSIAN FATALLY WOUNDED.***(Continued from Page 1.)*

the spot at once. On arrival the sergeant in charge deployed his men and threw a cordon round the area bounded by Avenue du Roi Albert, Avenue Joffre, Rue Bourgeois, and Route Doumer. After this manoeuvre, other police were sent to search the fields to the west and north of the shooting, but found no one.

From official reports it is gleaned that the gunman in the first instance used Mausers and a .38 pistol, while in the second Mausers were fired. The watchmen carried .32 pistols and one had a Mauser.

The tenant in the house is a wealthy retired dry-stuffs merchant. Several years ago he received threatening letters, but since he employed Russian bodyguards none were sent him. That the attack had been premeditated for some time is evidenced by the fact that on April 1, about 1 a.m., one of the Russian watchmen was fired at by unknown persons at the gate of the garden, but the French police, on investigation, could find no clues as to the affair.

**LATE CARDINAL GASQUET.**

London, Apr. 12. A solemn Requiem Mass was celebrated this morning at Westminster Cathedral for the late Cardinal Gasquet.—*British Wireless.*

**FINE WEATHER.**

The weather for the week-end promises to be good, for the Observatory forecast till noon to-morrow is:—North-east winds, moderate; fine.



"She says she had to take a job as an extra at first but she doesn't think that will last very long."

**MAJOR SEGRAVE KNIGHTED.***(Continued from Page 1.)*

of the most notable features of the performance for which he has been knighted.

The Golden Arrow behaved wonderfully throughout the hair-raising exploit, the only thing going wrong being the breaking of the top of the cooling system, resulting in his being sprayed with water.

Major Segrave gained his rank in the R.A.F. which he joined in 1917. He saw much active service in one of the famous scout machines. In an encounter with enemy airmen at the latter part of the war, however, he was shot down when flying at a height of 8,000 feet and was



badly injured. When he got out of hospital, he became secretary to the Air Minister.

He commenced his career as a racing motorist round about 1922, coming into prominence by winning the 200 miles race of the Junior Car Club. He won countless races afterwards and then set the motor-world thinking by achieving a speed of 166 miles an hour on the Welsh sands.

At Daytona Beach in 1927, however, he made a record of 203.79 miles an hour being the first man to exceed 200 miles an hour upon land. His record was subsequently captured by Captain Malcolm Campbell and then by Mr. Ray Keech, but his latest exploit has set a most formidable figure.

**KWANGSI ARMY WON'T FIGHT.****MAY TURN OVER TO NATIONALISTS.**

It is reported from Shensi that General Hu Tsung-tu's army refuses to fight and that it is likely to turn over to the Nationalist or Nanking party.

The new Commissioner of Foreign Affairs at Hankow is Li Fang, who was lately at Changsha in the same position.—*Naval Wireless.*

Shanghai, Apr. 12.

It is learned that Feng Yu-hsiang wished to make nominations for some of the Hupeh provincial posts, the most important being that of Liu Chih, his former secretary, whom he proposes as chairman of the provincial government.

The Christian General also wishes to nominate candidates for the ministries of Finance and Education.—*Reuter.*

According to a report from Nanking the Government naval forces reached Shensi yesterday.—*Reuter.*

**The Very Idea!**

It was one of those fashionable functions when everyone tries to outdo everyone else. He had never been outside England, and neither had she, but they were both recounting their experiences abroad.

"And Asia! Ah! wonderful Asia! Never shall I forget Turkey, India, Japan—all of them. And most of all China, the celestial kingdom!"

His collar wilted at his own eloquence.

"China! How I loved it!" She held her ground.

"And the pagodas, did you see them?"

"Did I see them?"

She powdered her nose.

"My dear, I had dinner with them."

.....

Magistrate's clerk at Kingston—Are you married or single?

Woman—Single. I am a widow.

Nottingham woman—I jumped a chair, scented a wall, fell down thirty steps—and came to a full stop.

Woman at Glasgow—It all happened just outside my window. My word! The language was highly discouraging.

Solicitor at Glasgow—Was this a really serious injury? Doctor witness—Oh, no; a common or garden typical Glasgow black eye.

Barriester, in a motoring case at Shoreditch—My client has to come from Essex in the car, and is not here yet. Judge Cluen—Probably he is in a ditch.

.....

"An hour, once it lodges in the queer element of the human spirit, may be stretched to fifty or a hundred times its clock length."—*Mrs. Virginia Woolf.*

No more, fair Phyllis, will I curse

"When for an hour you've kept me waiting."

For now I see it might be worse, I understand your hesitating. An hour—once lodged within your pate, Can stretch by fifty times, oh, girlie!

So when at nine, instead of eight,

You come, I'll say—"By gosh! You're early!"

.....

To-day's Ghost Story—"Nearly 30 years ago I was obliged to prolong my stay in a very old country place, on account of a bad feverish cold. The host was compelled to go, and this left me alone! On struggling up for dinner one night I noticed, on descending, a man standing just inside the dining-room. I imagined it to be the footman deputed to wait on me, and I walked leisurely downstairs. The man continued for a time to stand stock still; but as I approached he flitted in a curious way behind a screen. I followed, and was greatly surprised to find no one in the room. A minute later the footman entered with the soup.

"I attributed everything to my slightly raised temperature; but, ten years later, I learnt that a forebear of my then host had, about a century previously, been drinking with his boon companions, when the butler, being sent to fetch from the cellar some very old wine, shot himself sooner than confess that he had stolen it."

.....

Two jolly young men who had been having a night out and who had lost the last train home, turned up at an hotel in the early hours of the morning.

"I say," protested the excited manager, pointing dramatically to the less coherent of the twain, "you can't bring that man in here... he's intoxicated, and this is a temperance hotel."

"S'all r' oke man," said the other soothingly, "he's too far gone to notice that."

.....

Professor Kulik, a Russian scientist, set out last year, at the head of a small expedition, to find out if there was any truth in the reports which were made twenty years ago about the fall of a huge meteorite somewhere in Siberia. Nothing remained of the rumour as the years passed, except a story among the tribes inhabiting Siberia of the visit of the "God of Thunder." Now, after months of hardship, Professor Kulik has returned to Moscow after discovering the devastated area. He found a "dead forest"—hundreds of miles of dead, charred trees, the earth fantastically bruised, and giant trees in heaps like so much straw. The meteorite, according to the scientist's estimate, is the largest to have struck the earth in the memory of mankind. It wiped out all life over an area of 11,000 square miles, and the impact, he said, must have been felt for hundreds of miles around. Luckily, "it fell in a wilderness, for had it struck London, Paris, New York, or any of the world's thickly populated cities all life for hundreds of miles round would have been obliterated."

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2nd FLOOR-KAYAMALL BLDGS.  
AND SEE THEM.

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## THE WORLD OF SPORT

### MILD SENSATION IN TENNIS FINAL

M. W. LO'S SPLENDID SURPRISE  
VICTORY.

### NEW SINGLES WINNER.

(By "Wanderer.")

Tennis enthusiasts warmly applauded a new singles champion of the Colony yesterday afternoon, when M. W. Lo had defeated S. A. Rumjahn in the final of the annual competition in straight sets. Perhaps Lo's smart victory over Honda should have been taken as a warning but few were of opinion that Rumjahn would succumb, and fewer expected Lo to put up such a brilliant all-round display. He deserved his success every inch of the way, getting on top at the beginning and staying there.

Lo won splendidly by three sets to love, and it is probable that he could have won no other way. Had the match been extended, I rather fancy Rumjahn would have pulled it off for Lo was beginning in the middle of the third set to show the brief signs of distress for which Rumjahn had been looking. His gallant rally to win the three final games in a row was, however, worthy of a champion, and nothing can detract from the merit of his performance.

For two sets at least he was a model of accuracy, whether his stroke of the moment was a hard cross-court drive, or whether he was engaged in a swift volleying duel at the net. Rumjahn's plan of campaign was to keep his adversary on the run as much as possible, but the positions were reversed more often than not, so flawless was Lo's placing.

It was magnificent tennis. Rumjahn took only nine of the 23 games, but this does not represent a true balance. Not quite so true in his placing as Lo, he brought off scores of brilliant shots, and his ground work was excellent. Overhead he was never the equal of Lo, who made exceptionally few mistakes. Both players served well, though Rumjahn once struck a patch and put across two double faults in a single game. As often as not, however, he was getting his first ball in.

Long rallies were the order, and both players brought off some extremely clever recoveries when the exchanges became particularly keen. Lo won, I think, purely on counterfart. His judgment was excellent. He attacked at just the right moment, and seemed to know just when safety tactics were called for. Rumjahn's judgment was also faulty as regards good balls. On five occasions as a minimum he took a chance with narrow shots and thereby lost vital points.

Lo ran away with the first set, Rumjahn failing to take a game until the Chinese player had established a lead of 3-0. With the score at 3-1, a terrific duel ensued for the fifth game, and deuce was three times called, with Rumjahn twice vantage, before Lo broke through to win the game, and naturally the set. He won at 6-1.

Rumjahn started the second set nicely, taking the first game easily, and breaking through Lo's service to do so. He should have taken the second, also, but he served two double faults and Lo evened up. Lo played splendidly winning two successive games, and eventually he led 4-2. The seventh game was notable for a courageously daring effort by Lo which met with the success it deserved. Leading 4-15, he served a fault, and then caught Rumjahn napping by sending over his second at his fastest. He took the risk of a double, but it served the purpose of giving him an almost impregnable lead.

Rumjahn won the next, pulling up to 5-3, but the set went to Lo after some brilliant volleying by both players, at 6-3.

Play was even faster in the third set. Rumjahn led 1-0 and 2-1, and then found himself a game in arrears at 2-3. Nice play by both followed, but Lo was exhibiting signs of tiredness, failing to get in his cross-court drive with his former accuracy. Rumjahn went to 4-3 and then 5-4, but with the set apparently in hand, he could not contend with a furious onslaught by Lo, who not only drew level at 5-5, but went on to win the next

### SCHOOL SPORTS.

#### ANNUAL MEETING OF ST. STEPHEN'S COLLEGE.

Success attended the annual sports of St. Stephen's College which were held yesterday afternoon at Queen's College ground, and considerable keenness was evinced by the competitors in all divisions. The prizes were presented by Mrs. Chau Kwan-lam.

#### The Results.

The following were the results of the various events:

Small Boys' Race, 100 yards.—1, Yip Wing-jin; 2, Au Kwai-sang; 3, Ching Yam-yue.  
Mathematics Race.—1, Au Kwai-sang; 2, Lo Kwon-tung.  
Egg and Spoon Race.—1, Lo Kwong-tung; 2, Ling Sung-hel.  
Three-legged Race.—1, Au Kwai-sang and Yip Wing-jin; 2, Lo Kwong-tung and Lee Tat-chong.

#### Junior Championship.

100 yards.—1, Lee Chai; 2, Lan Ting-cheung; 3, Lai Khun-hian.  
220 Yards.—1, Lee Chai; 2, Lan Ting-cheung; 3, Lo Tung-on.  
440 yards.—1, Lee Chai; 2, Lan Ting-cheung; 3, Lai Khun-hian.  
High Jump.—1, Lai Khun-hian; 2, Lee Chai; 3, Lo Tung-on.  
Long Jump.—1, Lai Khun-hian; 2, Lau Ting-cheung; 3, Lan Ting-nguan.  
Hurdles, 220 yards.—1, Lai Khun-hian; 2, Lee Chai; 3, Lan Ting-cheung.

#### Senior Championship.

100 yards.—1, Sarkol; 2, Lo Kwong-ting; 3, Leung Kwok-cheung.  
220 yards.—1, Lo Kwong-ting; 2, Sarkol; 3, Lo Kwong-mia.  
440 yards.—1, Lo Kwong-ting; 2, Sarkol; 3, Lo Kwong-mia.  
High Jump.—1, Lo Kwong-ting; 2, Leung Kwok-cheung; 3, Li Hua-kia.  
Long Jump.—1, Woo Tin-ki; 2, Chang Tong-moh; 3, Leung Kwok-cheung.  
Hurdles—220 yards.—1, Leung Kwok-ying; 2, Leung Kwok-cheung; 3, Au Yee-suan.

#### Open Events.

100 yards.—1, Sarkol; 2, Lo Kwong-mia; 3, Wong Song-tak.  
Half Mile.—1, Li Hua-ngak; 2, Lee Khun-jan; 3, Li Hua-sing.  
Three Miles (run ten days ago).—1, Lee Chai; 2, Kwik Choo-beng; 3, Lau Ting-cheung.  
Putting the Shot.—1, Sarkol; 2, Lo Kwong-ting; 3, Li Hua-ngak.  
220 yards Old Boys' Race.—1, Koh Beck-bo; 2, Leung Sai-wah; 3, Kwong Wing-kong.

Visitors' Race (440 yards).—1, Fung Kwok-wah (Wah Yan College); 2, Stan Hang-lak (Mau Sang College); 3, Val Sue-on; 4, Tung Sing; 5, Ma Po-chun.  
Night School Boys' Race.—1, Li Po-chee; 2, Hui Hung-nun; 3, Lau Sik-kwe.

Tug-of-war.—Won by Form VI.  
Relay Race.—1, Form V, 2, Form VI.  
Class Championship.—Won by Form VI (60 points). Runner-up, Form V, (57 points).  
Junior Cup: Won by Leo Chai (26 points).  
Senior Cup: Won by Lo Kwong-ting (18 points).

### LOCAL ROWING.

#### V.R.C. MEMBERS TO HOLD A RACE TO-DAY.

The members of the Victoria Recreation Club are having a race to-day for scratch fours.

The start, which is timed for 5 p.m., will be from opposite the Prosperine Rocks and the finish will be opposite the Victoria Recreation Club, distance about 2½ miles.  
Three boats will take part in the race, and the strokes will be, J. M. M. Alves, S. A. Marcel and H. R. Pina. The crews have been in training for some time, and an exciting race is expected.

games for set and match. There were thrilling incidents in the closing stages, but Lo played with superb confidence and coolness.

J.G. Lawrie played exceedingly well in the final of the Handicap Singles "A" to beat Barrow by three sets to one. He played a much better all-round game, Barrow being weak overhead, indeed, frequently losing good position by declining to risk a volleying duel.

The following are the results:  
Open Singles Championship (final): M. W. Lo beat S. A. Rumjahn 6-1, 6-3, 7-5.

Handicap Singles "A" (final): J. G. Lawrie (owe 2/3) beat J. Barrow (owe 3/5) 6-2, 6-2, 1-6, 6-3.  
Mixed Doubles (final): B. E. Green and Miss Hoard (owe 15) beat Lieut. Smith and Mrs. Smith (owe 4/6) 6-4, 6-2.

#### Monday's Games.

The following games are down for Monday:

Open Doubles Championship (final): B. A. and H. D. Rumjahn (holders) v J. B. McEachran and I. Goldman.  
Handicap Doubles: O. E. C. Martin and H. Owen Hughes (owe 15/1) v H. J. Armstrong and J. G. Lawrie (owe 4/6).

### FANLING RACES.

#### ENTRIES FOR THE FORTH- COMING MEETING.

The following are the entries and handicaps for the next meeting at Fanling:

1. Avstrapolis Stakes.—Once round inside course. For China Ponies that have not won a Steeplechase this season. Catch-weight at 170 lbs.—Charleston, Drake, Fanling Stag, Fire Call, Ideal Stag, May, Ploughman, Sea Hawk, Solitaire, Strathmore, Sunloch, Two Clubs, Why Not. 15 Entries.

2. April Handicap.—About 1½ miles on National course. For China ponies.—My Lady, 180; Ace of Spades, 175; Two Clubs, 155; Duke of Nieblung, 155; Erin's Isle, 155; Gold Medal, 155; Target, 153; Bronze Idol, 152; Movanager, 150; Craigavad, 148; Caviare, 145; James Pigg, 145; Slings River, 145; Blotting Paper, 140; Six Hundred, 140; Tap Slic, 140; Wower, 140. 17 Entries.

3. Summer Plate.—About 1¼ miles on National course. For China ponies that have started at Kwanti this season. Weight for inches as per scale. Winners at Kwanti this season of two races 8 lbs. penalty, of three or more races 14 lbs. penalty. Non-winners allowed 5 lbs.—Ace of Spades, 172; Caviare, 161; Craigavad, 158; Duke of Nieblung, 155; Erin's Isle, 155; Fanling Stag, 153; Honey-moon, 150; James Pigg, 153; Movanager, 155; My Lady, 175; Target, 153; Why Not, 150. 12 entries.

4. The Fanling Champion Steeplechase.—About 2 miles on National course. A Challenge Cup to be held one year and a replica presented to the Winner. For China ponies. Weight for inches as per scale.—Ace of Spades, 158; Blotting Paper, 155; Bronze Idol, 152; Caviare, 151; Duke of Nieblung, 155; Erin's Isle, 158; Ideal Stag (handicap missing); Montana, 155; My Lady, 161; Sunloch, 158; Two Clubs, 158. 11 entries.

5. Summer Consolation Stakes.—About 1 mile on inside course. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwanti allowed 5 lbs. Ponies that have started at Kwanti and have not been placed this season allowed 10 lbs.—Charleston, 130; Drake, 150; Fire Call, 153; Gold Medal, 158; Honey-moon, 145; May, 150; Montana, 155; Ploughman, 145; Sea Hawk, 150; Slings River, 150; Six Hundred, 151; Solitaire, 153; Strathmore, 148; Sunloch, 155; Sunning, 148; Tap Slic, 150; Two Clubs, 155; Wower, 148. 18 entries.

### "THE DOVER ROAD."

#### THE FINAL PERFORMANCE TO-NIGHT.

There was a large audience at the Theatre Royal last night, including H.E. the Governor and party for the A.D.C.'s fourth presentation of "The Dover Road." The players registered another big success, the performance reaching a high standard of histrionic ability.

Appreciation was registered in no uncertain manner, and at the final curtain, numerous floral tributes were distributed amongst the cast.

Although the A.D.C. Company playing "The Dover Road" have had fairly good houses during their season and audiences have been very appreciative, they have not so far had the pleasure of playing to a full house. Something very near it is promised at to-night's performance as up to 3 o'clock yesterday afternoon there were only 37 vacant seats and two boxes available for to-night.

The poster of "The Dover Road" has been greatly admired, so much so, that the A.D.C. have decided to auction in aid of the Miners' Fund, the original drawing which has been very kindly presented by the artist, Lt. Commander A.M. Hughes, R.N. The auctioneer will be Mr. W. A. Hannibal, and the sale will commence immediately on the fall of the curtain after the second act.

### "THE LOVELORN."

#### SPARKLING STORY OF YOUTH.

Thrills and romance vie with each other in "The Lovelorn," the Cosmopolitan production featuring Sally O'Neil, which opens at the Queen's Theatre on Tuesday next. Sparkling with the modernism of the younger generation and tugging at the heartstrings with its tragedies of youth, it tells the story of two sisters, one an especially frivolous girl who scorns her flashy suitor, and the other a more demure character, who has long loved the boy in secret. He turns to the quiet one for consolation. As their wedding approaches, the bride-to-be, believing that he still loves her

### THE HOCKEY CLUB.

#### MATCH WITH VOLUNTEERS NEXT WEEK.

The following will represent the first eleven of the Hongkong Hockey Club in their match with the Navy on the U.S.R.C. ground at 5.15 p.m. on Wednesday.—W. Borrowman, W. Woodward, J. Rodger, A. R. Botelho, E. J. R. Mitchell, A. A. Dand (captain), H. Owen Hughes, G. E. R. Divett, R. W. Skipp, H. V. Parker and C. C. Francis.

The match between the Club and the Volunteers will be played on the Marina ground at 5.30 p.m. next Friday, the selected teams being:

Club. (Colours).—W. Borrowman, W. Woodward, J. Rodger, J. E. Henry, A. A. Dand (captain), J. E. Norton, A. C. Howell, A. R. Botelho, R. W. Skipp, R. K. Valentine and E. C. Francis.

Volunteers. (White).—R. W. Sapped, J. A. L. Plummer, L. F. Nicholson, D. A. Rushon, E. J. R. Mitchell (captain), T. Whitley, H. Owen Hughes, G. E. R. Divett, V. M. Stanion, H. V. Parker and C. C. Francis.

The following will represent the second eleven of the Hongkong Hockey Club in their match with the 3/15 Funtan Regiment at King's Park on Monday at 5.15 p.m.—A. C. Howell, R. E. Todd, L. F. Nicholson (captain), C. Bodiker, L. A. R. Duncan, A. Dale, A. Botelho, T. J. Eric, R. W. Skipp, E. C. Fincher and T. Whiteley. Referee: W. Woodward.

### INTERPORT TENNIS.

#### LADIES ALSO ASKED TO VISIT HONGKONG.

Speaking at the annual meeting of the Shanghai Lawn Tennis Association the Chairman said Shanghai had invitations to send teams to both Hongkong and Tientsin this year, the Hongkong invitation including both ladies' and men's interport teams. The matter had already been discussed by the Council of the Association, but nothing definite was decided as to when the team or teams for Hongkong will leave. The invitation from Tientsin was merely tentative.

He also brings about an exciting and surprising climax that shows the young man up for what he really is and solves the love problems of both himself and her sister.

The cast includes Molly O'Day, Larry Kent, James Murray, Charles Delaney, George Cooper and Allan Forrest. It is a Metro-Goldwyn-Mayer release.

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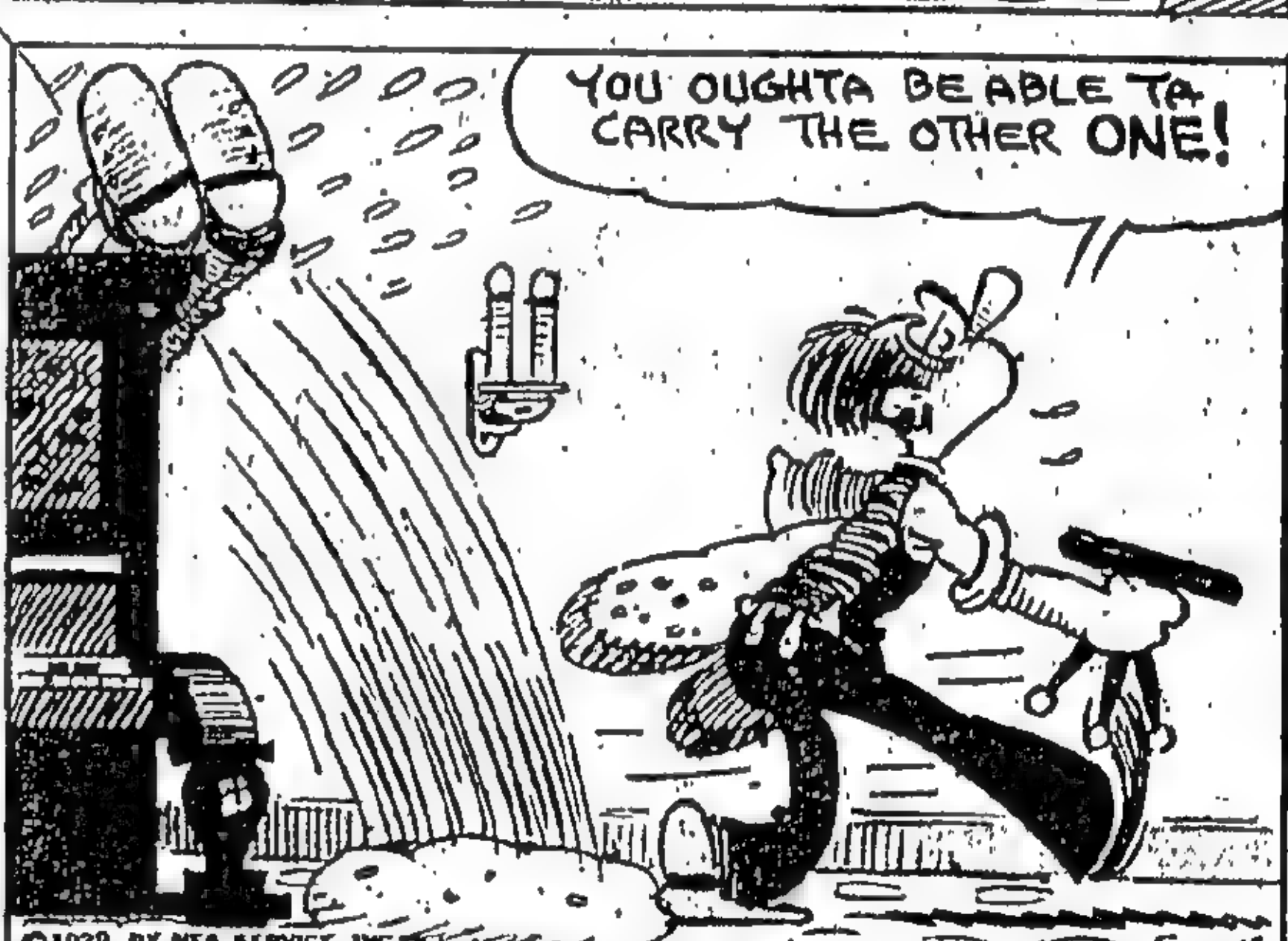
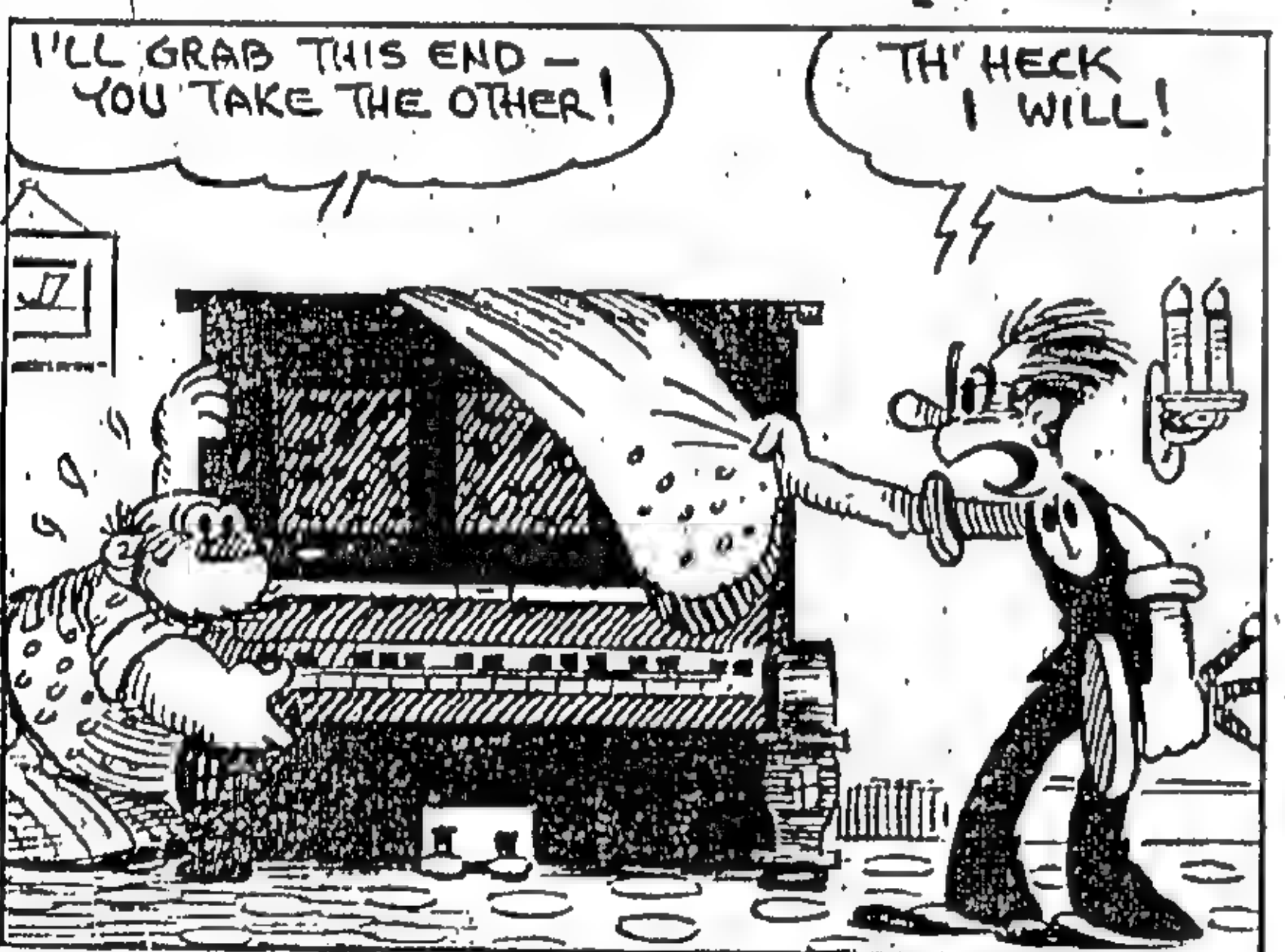
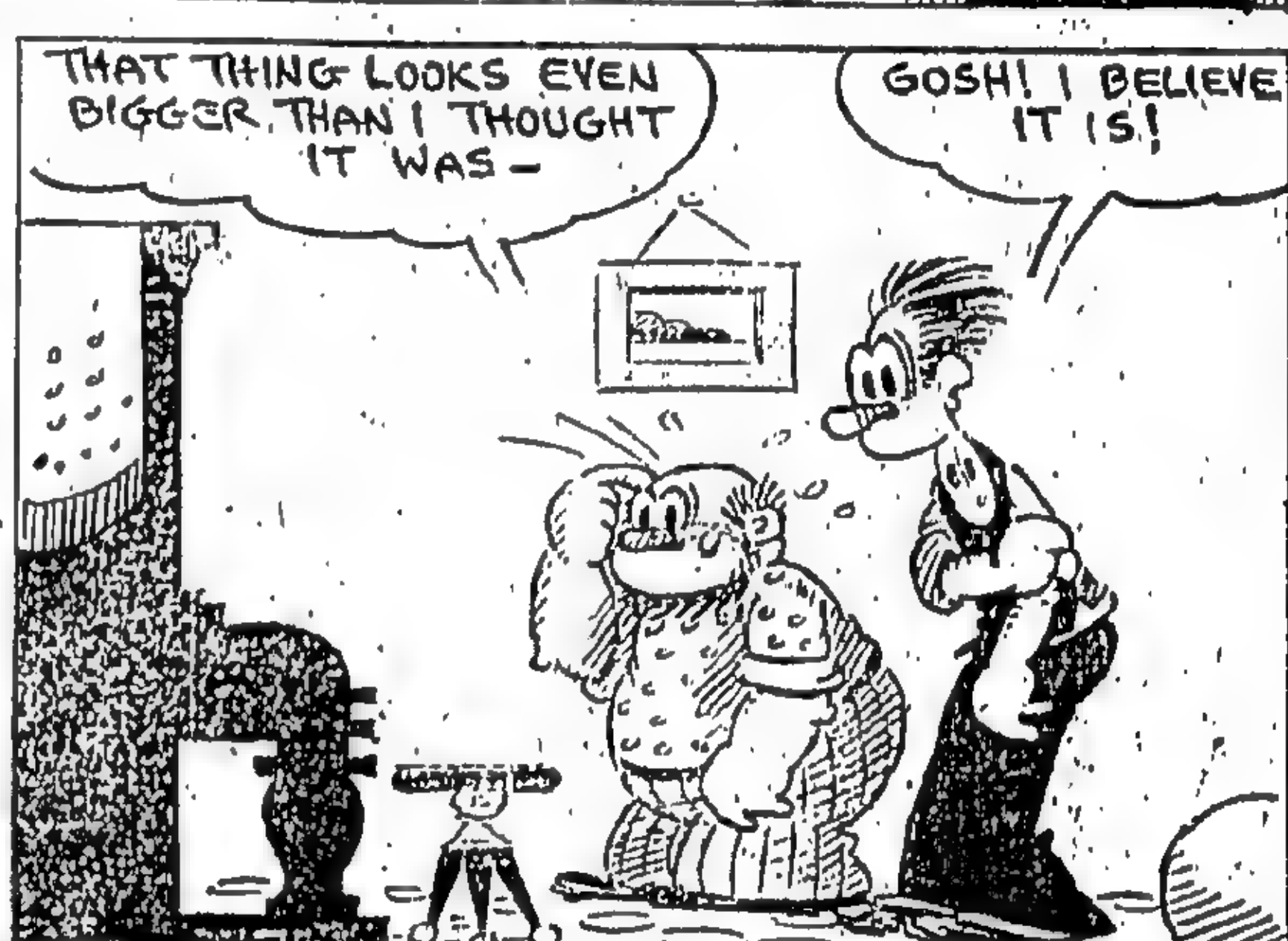
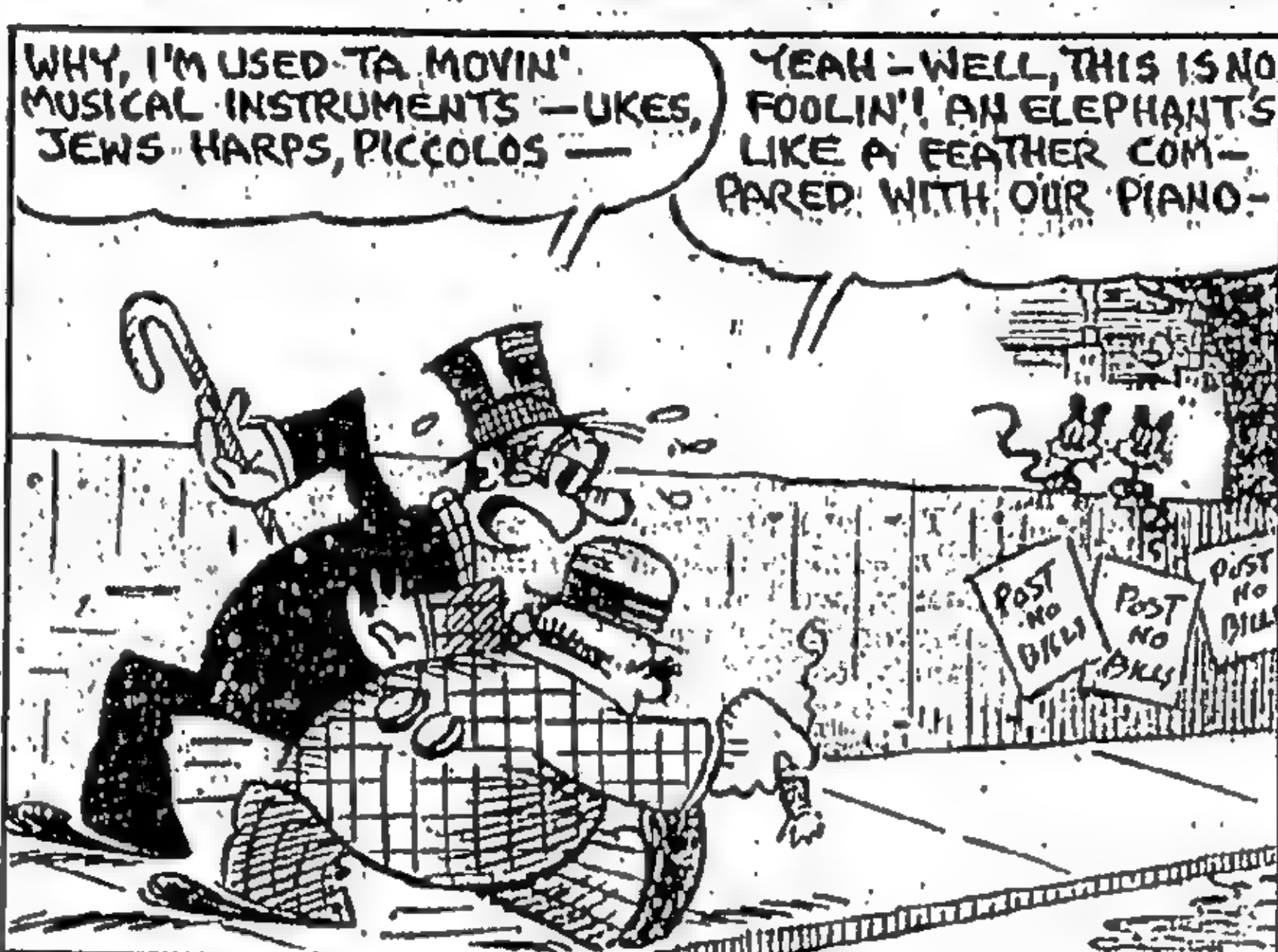
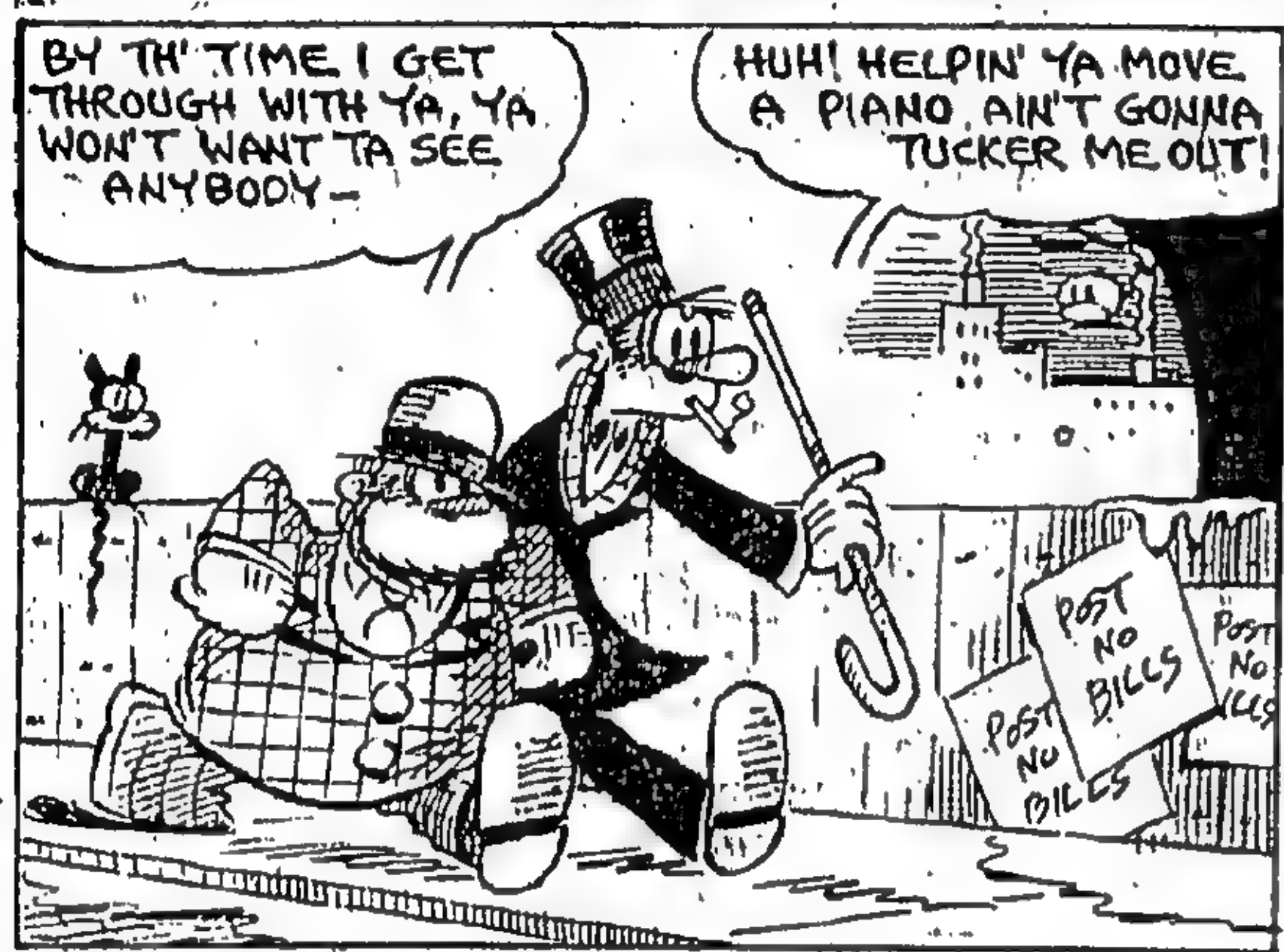
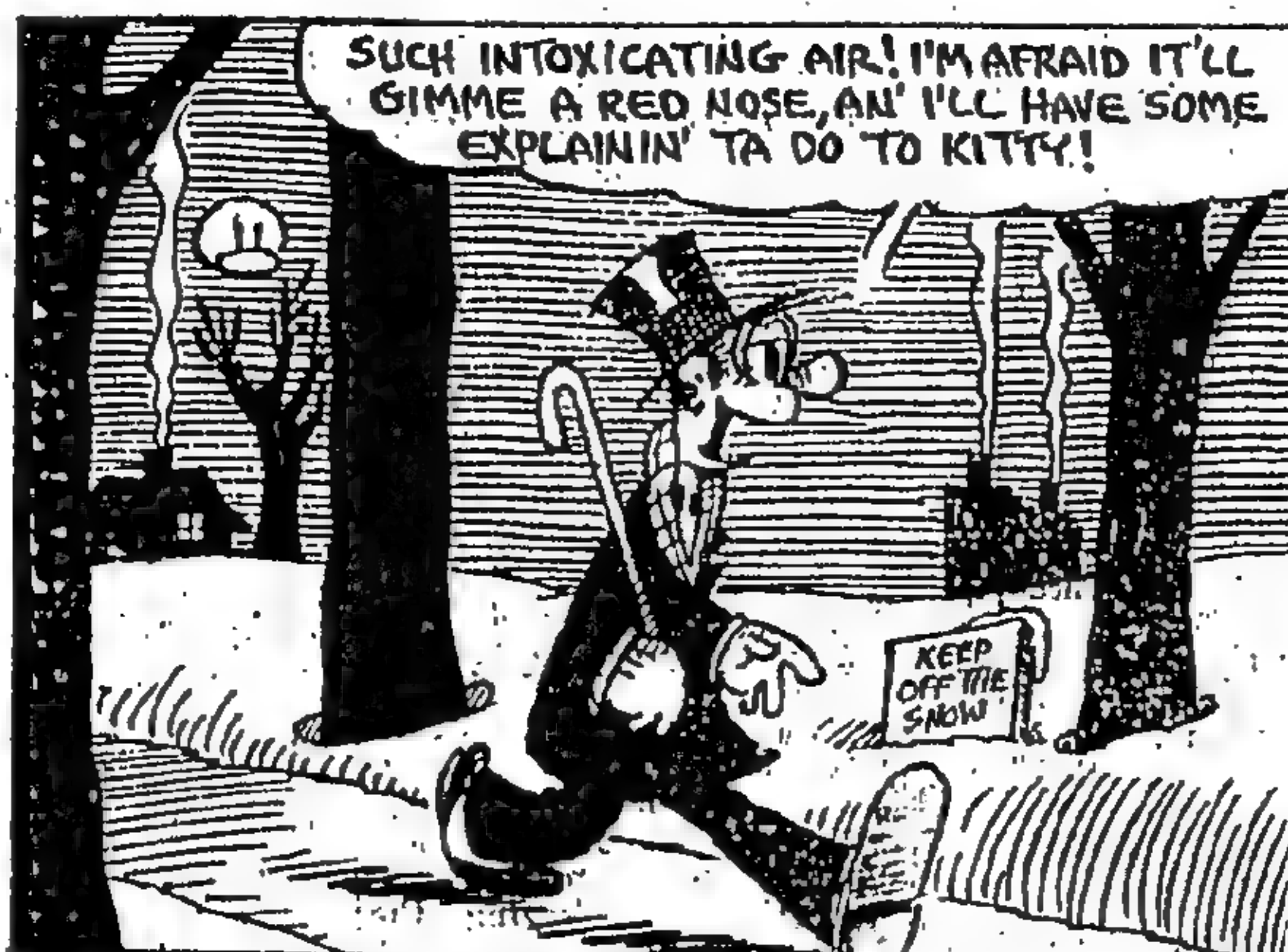






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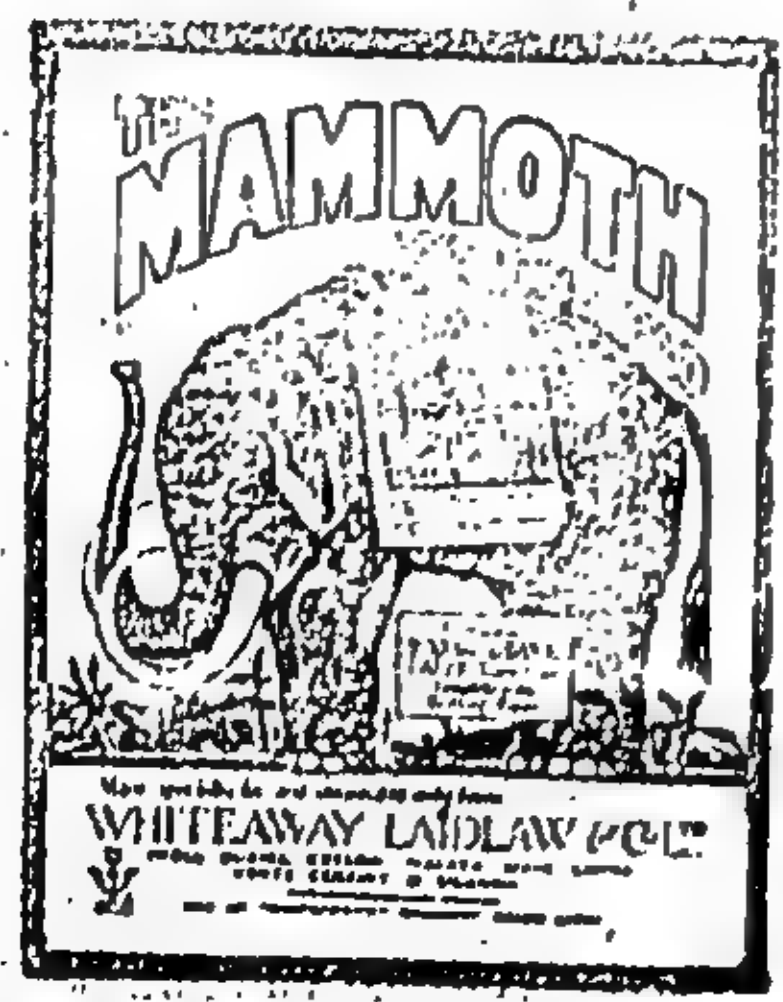


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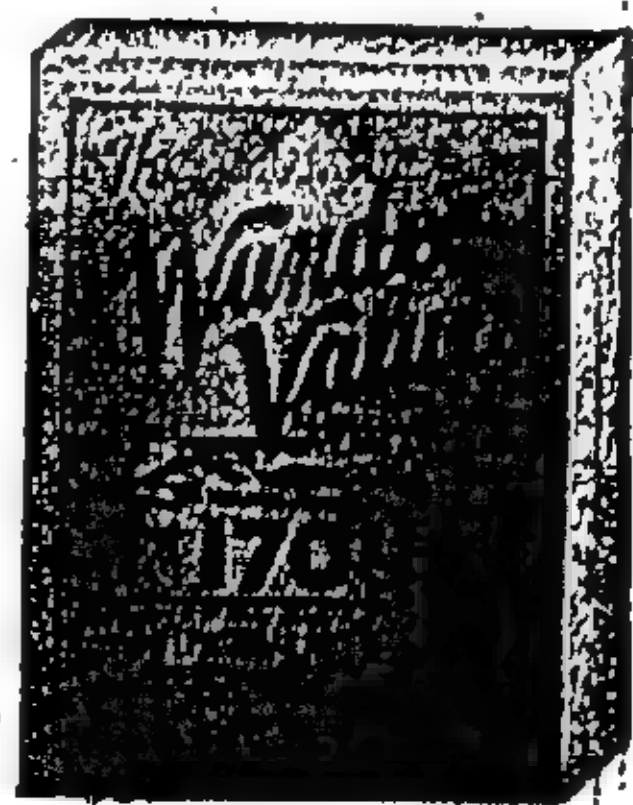


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Leave	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPEROR OF RUSSIA	June 20	June 23	June 26	June 28	July 13
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27
EMPEROR OF FRANCE	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17
EMPEROR OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 9
EMPEROR OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21
EMPEROR OF FRANCE	Sept. 23	Sept. 26	Sept. 29	Oct. 1	Oct. 12
EMPEROR OF RUSSIA	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
EMPEROR OF ASIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
EMPEROR OF RUSSIA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPEROR OF ASIA	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14

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Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Apr. 19	Apr. 21	Apr. 26	Apr. 28
May 7	May 9	May 10	May 12

## CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

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## AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. RHENUS	via Suez Canal	8th May
S.S. "CITY OF LILLE"	via Suez Canal	16th May
S.S. "CITY OF SINGAPORE"	via Suez Canal	14th June

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to change without notice

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.  
Hongkong & Canton, Jardine Matheson & Co., Ltd., Canton.

## THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

Loading Direct For

ROTTERDAM, AMSTERDAM, HAMBURG,  
COPENHAGEN, OSLO and GOTHENBURG.

Loading about

M.V. "SUMATRA"	21st April
M.V. "NANKING"	15th May
SHANGHAI, JAPAN PORTS and VLADIVOSTOK.	
M.V. "DELHI"	22nd April
M.V. "NANKING"	15th April

For further particulars apply to the Agents.

GILMAN & CO., LTD. G. E. HUYGEN.  
Hongkong Canton.



## FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port-Said.

CHENONOUX	23rd Apr.	D'ARTAGNAN	23rd Apr.
ATHOS II	7th May	SPHINX	7th May
D'ARTAGNAN	21st May	ANGERS	21st May
SPHINX	4th June	ANDRE LERON	4th June
ANGERS	18th June	G. METZINGER	18th June
ANDRE LERON	2nd July	PORTHOS	2nd July
G. METZINGER	16th July	CHENONOUX	16th July
PORTHOS	30th July	ATHOS II	30th July

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

## COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp):

For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES.

Telephones: C. 651 & 740. 2, Queen's Building.

## FOOD REFORM.

DISCUSSED AT THEOSOPHICAL MEETING.

At a public meeting of the Hongkong Lodge the Theosophical Society on Thursday, at the Theosophical Hall, Mercantile Bank Building, Mr. H. E. Lanpart, the Head of The Theosophical Order of Service in China, gave an address on "Food Reform." He said in brief: "The origin of nearly all diseases that afflict mankind may be traced directly or indirectly to the organs of digestion, the stomach and the intestines. The difficulty however, lies not with these organs, but with that which is put into them. How can pure, invigorating blood and healthy tissues be expected from decomposing, impure, or indigestible food?"

Let us be firm in our faith that God has made ample provision for our bodily needs, and that our resorting to cruelty, killing and impure, unlovely food is not in His will. Nature alone knows how to gather from earth and air the properties exactly suited to our requirements. Man must eat Nature's rich and natural foods, or pay for his wrong ways of feeding with ailments of many kinds. Naturally organized foods are those which have grown on mother earth and have extracted from soil and air and sunshine and rain all the properties necessary to build perfect and pure bodies for man. Man destroys the living nutrient principle of these healthy natural foods by divorcing their naturally allied properties trying to improve on them, and in consequence loses his health. We should look with suspicion upon all manufactured, chemically converted, adulterated, denatured, predigested, and preserved foods, as too often they have been robbed of vitamins, mineral salts, cellulose and roughage. Natural man lived on fruit, nuts, vegetables and grains. They are enough. They give health and preserve his teeth.

## LETTER GOLF.

If a thing is TRUE, it's a FACT. But the fact is, it takes seven steps to prove it in letter golf.

T	R	U	E
F	A	C	T

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW HEW HEN.  
2—You can change only one letter at a time.  
3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.  
4—The order of letters cannot be changed.  
One solution is printed on another page.

tonsils, appendix and hair. Be simple, eat natural foods as nature prepared them. "Beware of white flour, white bread, pastry, white rice, white corn meal, white sugar, preserved fruits and preserved cereals, and all meats, fowl and fish. All animal food is impure, and you are better without it. Eat not more than four different foods at a meal. Eat little.

## SHANTUNG WAR.

NANKING DETERMINED TO EXTERMINATE REBELS.

Tsinan, Apr. 12. Sun Liang-chen, the Chairman of the Shantung provincial government, has been appointed by Chiang Kai-shek to take full charge of the military and civil rehabilitation of Shantung. He has notified the insurgent leaders that they will be granted full pardon in the event of surrendering to the provincial government and holding their troops for reorganization and disarmament.

He has also announced that the Government forces will continue to advance against Chang Chung-chang's forces until "these rebels are completely exterminated."—Reuter.

## OIL CONSERVATION.

INTER-STATE ACTION NOW FAVOURED.

Washington, Apr. 12. The Federal Oil Conservation Board has informed the American Petroleum Institute that in its opinion the proper conservation of oil resources can be effected by an inter-State compact, in which the Federal Government, through Congressional action, would participate.

The Board intends to enquire as to the views of the Governors of the principal oil-producing States in this connexion.—Reuter's American Service.

and only when hungry. Drink not less than ten glasses of clear water a day for cleansing and purification of the system. All this, combined with plenty of fresh air, daily exercise, sufficient sleep and combatting all evil thought of others, will keep you happy, fit and well.—Contributed.

## SHIPBUILDERS.

## SHIP REPAIRERS.

## BOILER MAKERS.

## FORGE MASTERS.

## OXY-ACETYLENE AND

## ELECTRIC WELDERS.

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.  
—DRY DOCK—  
LENGTH 787 FEET.  
LENGTH ON BLOCKS 750 FEET  
DEPTH ON CENTRE OF  
SILL (H.W.O.S.T.) 34 FT. 6 INS.  
—THREE SLIPWAYS—  
CAPABLE OF HANDLING SHIPS UP  
TO 3000 TONS DISPLACEMENT.  
ELECTRIC CRANE AT SEA WALL CAPABLE OF  
LIFTING 100 TONS AT 70 FEET RADIUS.  
TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.  
TELEPHONE NO. CENTRAL 111.  
SAIL PLANT "S" OVER "AME. PERHANT."  
BUTTERFIELD & SWIRE, Agents  
HONGKONG, CHINA & JAPAN.

## BANK LINE LTD.

AGENTS FOR

## ELLERMAN & BUCKNALL S.S. CO., LTD

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT	ELLERMAN LINE
"CITY OF KHARTOUM" ... London, Rotterdam, Amsterdam & Hamburg...	16th April
"CITY OF DELHI" ... London, Rotterdam, Amsterdam & Hamburg...	9th May
"CITY OF GLASGOW" ... London, Rotterdam, Amsterdam & Hamburg...	16th June

## NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE

"CITY OF LILLE" ... via Suez Canal	16th May
"CITY OF SINGAPORE" ... via Suez Canal	14th June

ALSO AGENTS FOR

## ANDREW WEIR & CO.

SERVICES TO

## BOSTON, NEW YORK & BALTIMORE ... AMERICAN & ORIENTAL LINE

"OAKBANK" ... via Suez Canal	10th May
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## MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

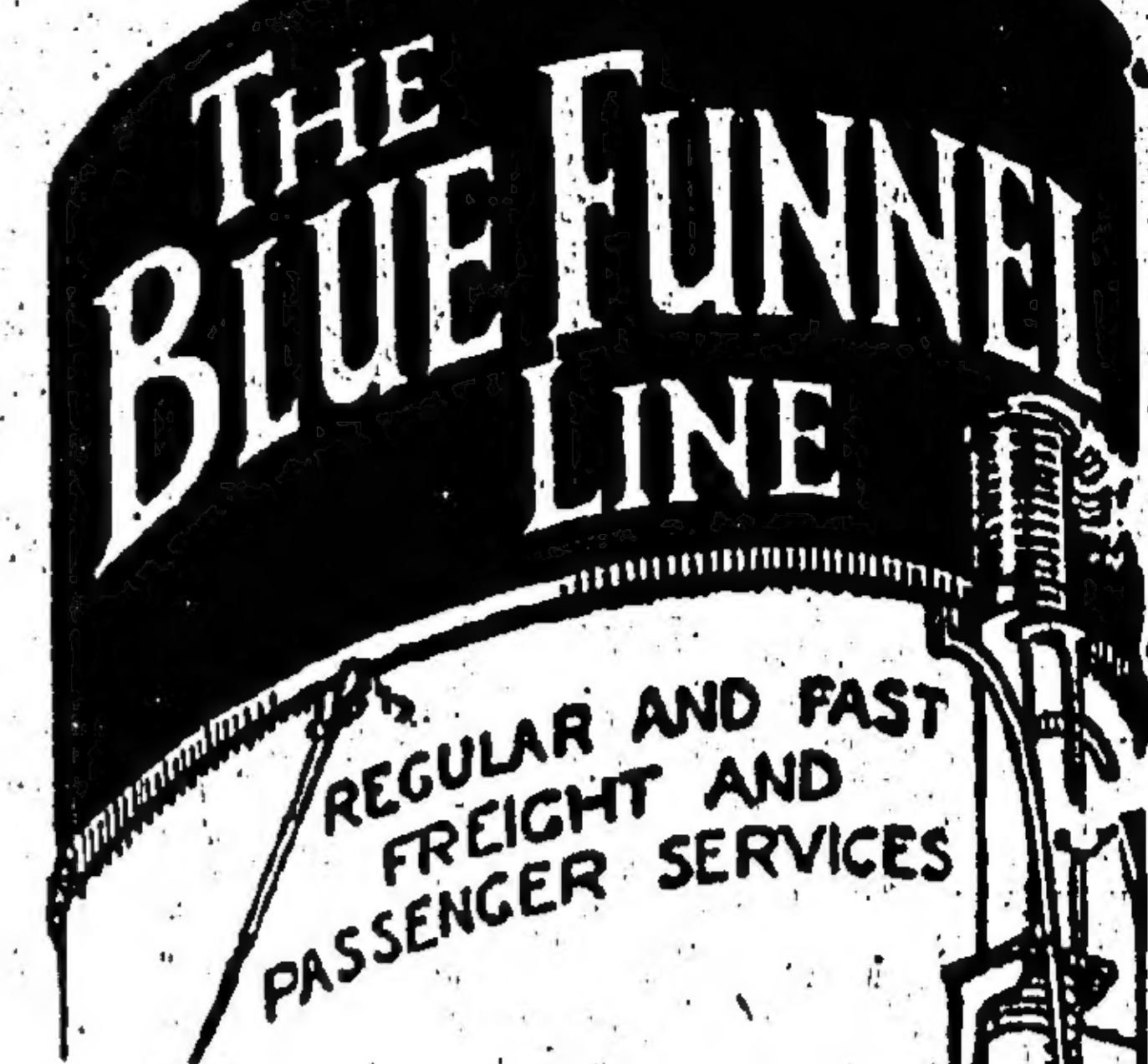
"TINBOW" ... via Suez Canal	16th April
-----------------------------	------------

Loading for Mauritius, Reunion, Dalgona Bay, Durban, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown.  
Through Bills of Lading issued to Beira, Quilimane, Idio, Port Amelia, Mozambique, Chinde, Inhambane, Zambezi, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis, Bay and Madaga car.

For freight or passage on any of the above lines apply—

Telephone Central 4791.

THE BANK LINE, Ltd.



REGULAR AND FAST  
FREIGHT AND  
PASSENGER SERVICES

## LONDON SERVICE

"ANTENOR"	17th April	N'les, London, R'dam & G'row
"MENELAUS"	30th April	M'les, London, R'dam & H'burg
"HECTOR"	15th May	M'les, London, R'dam & G'row

\* Calls at Casablanca

## LIVERPOOL SERVICE

"EURYADES"	20th Apr.	Havre, Liverpool & Glasgow
"APHALION"	2nd June	Gonos, Havre, L'pool & G'row

## PACIFIC SERVICE

via Kobe & Yokohama		
"PALTHYBIUS"	20th April	Victoria, Vancouver & Seattle
"IXION"	11th May	Victoria, Vancouver & Seattle

## NEW YORK SERVICE

"RHENUS"	8th May	New York, Boston & Baltimore
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## INWARD SERVICE

"GLAUCUS"	10th Apr.	Shanghai & Hankow
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## PASSENGER SERVICE

"ANTENOR"	17th April	Singapore, Manilla & London
"HECTOR"	15th May	Singapore, Manilla & London

\* Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to—

BUTTERFIELD & SWIRE, Agents.

## PRESIDENT LINER SAILINGS

### Weekly Trans-Pacific Service

To San Francisco To Seattle & Los Angeles Victoria

Fortnightly sailings on Tuesdays. Fortnightly sailings on Tuesdays.  
Pres. Madison Tues. Apr. 23d Fr. Cleveland T. Apr. 16, 1 a.m.  
Pres. Jackson Tues. May 7th Pres. Pierce ... Tues. Apr. 30  
Pres. McKinley Tues. May 21st Pres. aft. Tues. May 14  
Pres. Grant Tues. June 4th Pres. Jefferson Tues. May 28

£120, £112 Special through rates to Europe via the Red Sea. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada. Liberal stop-over privileges for sight-seeing.

### Europe and New York Direct ROUND THE WORLD.

Fortnightly sailings on Sunday via Manila, Rangoon, Ceylon, Suez Canal, Alexandria, Aden, Oman, Mauritius, New York and Boston.  
Pres. Wilson S. Apr. 21, 8 a.m. Pres. Polk S. June 2, 8 a.m.  
Pres. v. Buren S. May 5, 8 a.m. Pres. Adams S. Jun. 16, 8 a.m.  
Pres. Hayes S. May 10, 8 a.m. Pres. Harrison S. Jun. 30, 8 a.m.

### To Manila

Pres. Madison Apr. 13, 6 p.m.	Pres. Jackson Apr. 27, 6 p.m.
Pres. Wilson Apr. 21, 8 a.m.	Pres. v. Buren May 5, 8 a.m.
Pres. Pierce Apr. 25, 6 p.m.	Pres. Taft ... May 7, 6 p.m.

For Bookings, Passenger and Freight Information, apply to 12, PRINCE STREET, (opposite Hongkong Hotel.)  
Telephones Central 2477, 2478 & 795.  
Cable Address "Dollar".

CANTON BRANCH:—No. 4 Shakes Street.

## American Mail Line and Dollar Steamship Line

## AUSTRALIAN-ORIENTAL LINE, LTD.

"Change" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA, AND THURSDAY ISLAND Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG	DUE MANILA
CHANGE	In Port	16th April
TAIPING	7th May	14th May
CHANGE	11th June	18th June
TAIPING	8th July	16th July

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.



## CONSIGNEES' NOTICE.

OCEAN STEAM SHIP COMPANY,

LTD.

and

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's Vessel,

"ASPHALION"

From UNITED KINGDOM via

SINGAPORE.

are hereby notified that the cargo will be discharged into the wharf at Kowloon, where it will be at the consignee's risk and subject to terms and conditions of storage at the wharf. The cargo will be ready for delivery from Godown on and after the 12th April.

Optional cargo will not be landed here, unless notice has been given prior to the steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the goods have left the steamer's Godown, and all goods remaining undelivered after the 18th April, will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 2nd May, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 12th April, 1929.

SERVICES CONTRACTUALS DES

MESSAGERIES MARITIMES.

The Steamship,

"ATHOS II"

Arrived Hongkong on 9th April, 1929,

From MARSEILLES &amp;c, also cargo

from BORDEAUX, COGNAC

&amp;c, ex. s.s. "Rollon".

Consignees of Cargo by the above

named steamer are hereby informed

that their goods with the exception of

Opium, Treasure and Valuable are

being landed and placed at their risk

in the Godowns of the Hongkong

Kowloon Wharf &amp; Godown Co., Ltd.,

Kowloon, whence delivery can be

obtained as the goods are landed.

Goods not cleared within 7 days,

including date of arrival, will be

subject to rent.

All claims must be sent to the

undersigned before the Thursday, the

18th April, 1929, or they will not be

recognized.

Damaged packages must be left in

the Godowns for examination by the

consignees, and the Company's surveyor

Messrs. Goddard &amp; Douglas at

10.00 a.m. on Monday, the 16th April,

1929.

No claims will be admitted after

the goods have left the Godowns.

No Fire Insurance will be effected by

us in any case whatever.

L. LESDOS,

Agent.

Hongkong, 9th April, 1929.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

87, Queen's Road C, 2nd floor.

EXPERT MASSEUR.

INDO CHINA STEAM

NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamers. Sailings.

TO TIENTSIN via SWATOW

HANGSANG Sun. 14th Apr at 7 a.m.

CHANGSANG Wed. 17th Apr at 7 a.m.

KOWSANG Sun. 21st Apr at 7 a.m.

KOWSANG Wed. 24th Apr at 7 a.m.

TO OSAKA via AMOY, MOJI

NAMSANG Fri. 19th Apr at 7 a.m.

HOSANG Fri. 25th Apr at 7 a.m.

TO OSAKA via AMOY,

SHANGHAI &amp; KOBE

KUISANG Sun. 5th May at 7 a.m.

TO STRAITS &amp; CALCUTTA

YUENSANG Satur. 13th Apr at 3 p.m.

TO SINGAPORE

HINSANG Satur. 13th Apr at 10 a.m.

MAUSANG Thurs. 2nd May at 10 a.m.

TO TIENTSIN

CHEONGSHING Wed. 24th Apr at 4 p.m.

TO CANTON

KWONGSANG Mon. 15th Apr at 9 p.m.

For freight or passage apply to:-

JARDINE, MATHESON &amp; CO., LTD.

Telephone 215. Central General Managers

GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM &amp; HAMBURG via STRAITS &amp; COLOMBO.

Motor Vessel "GLENSHIEL" 1st May.

Motor Vessel "GLENBEG" 29th May.

Steamship "GLENIFFER" 26th Jun.

Steamship "GLENHANE" 24th July.

TO SHANGHAI, KOBE, YOKOHAMA &amp; VLADIVOSTOK.

Steamship "PEMBROKESHIRE" 27th Apr.

Steamship "GLENIFFER" 11th May.

Steamship "CARMARTHENSHIRE" 27th May.

Steamship "GLENHANE" 14th Jun.

Motor Vessel "GLENOGLE" 21st Jun.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON &amp; CO., LTD.

AGENTS: THE GLEN LINE, LTD.

## CONSIGNEES' NOTICE.

WILH. WILHELMSEN.

THE NORWEGIAN, AFRICA &amp;

AUSTRALIA LINE.

The Motorship,

"TENERIFFA"

having arrived from Norway via

ports on 6th April, 1929, consignees

of cargo are hereby notified that all

goods are being landed at their risk

into the non-hazardous, hazardous

and/or extra hazardous godowns of

the Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence

delivery may be obtained. Goods not

cleared after the 13th April, 1929,

will be subject to rent.

All broken, chafed and damaged

packages are to be left in the god-

downs where they will be examined on

the 12th April, 1929, at 10 a.m.

No claims will be admitted unless

notified and/or application for survey

made in writing within seven days

after landing of the goods, or in any

case before the goods are taken

delivery of.

Claims will not be recoverable

unless complete accounts are sent in

within fourteen days of final dis-

charge of vessel.

No Fire Insurance will be effected

by us in any case whatever.

Bills of Lading will be counter-

signed by

THORESEN &amp; CO., LTD.,

Agents.

Hongkong, 6th April, 1929.

DISARMAMENT.

LORD CUSHENDUN NOT VERY

HOPEFUL.

London, Apr. 12.

Lord Cushendun, who left for

Geneva to-day as the chief British

representative on the Preparatory

Disarmament Commission, inter-

viewed by Reuters, said he had no

official information of any United

States suggestions or proposals in

the direction indicated in news-

paper reports from America.

He could only say he was quite

willing to listen to all Mr. Gibson

might have to say, and to explore

the ground.

As regards the preliminary dis-

armament meeting, Lord Cushendun

did not think the prospects of

agreement very rosy, but he in

nowise despaired of getting a move

on, though nobody quite saw how

it was to be done.

It did not in the least follow,

however, that because a number

of proposals had not proved

acceptable to everybody, that some

other method might not be fol-

lowed.—Reuters.

The American Reports.

London, Apr. 12.

Enquiry in well-informed quar-

ters in London shows that the at-

mosphere conveyed by reports from

the United States with regard to

naval disarmament is distinctly

hopeful, and if the result of the

work of the Preparatory Disarmament

Commission is that something

more definite should be evolved

with regard to naval or other dis-

armament, the British Government

will certainly receive it in the most

friendly and hopeful spirit.—

Reuters.

## SHANGHAI COLLISION.

AMERICAN DESTROYER CUTS

BOAT IN TWO.

Further details of the shipping ac-

cident in Shanghai show that the

U.S.S. destroyer Noa crashed into a

cargo boat cutting it in two with a

loss of life of 1.1r persons. Two

children were drowned and their

bodies recovered and one man and one

woman are missing.

It appears that the U.S.S. Noa had

left her berth near the Dollar Wharf

and was proceeding to sea on a cruise

and when in the vicinity of the China

Merchants' Yangkadoo Wharf became

aware of a large Chinese boat on her

starboard bow, the latter apparently

endeavouring to cross the course of

the man-of-war with the idea of

reaching the China Merchants' wharf.

Full speed astern was ordered but

the war vessel proceeding with the

strong current could not entirely ar-

rest her way and she crashed into

the lighter cutting it in two and all

occupants were precipitated into the

fast moving Whangpoo current. As

is usual on these cargo boats, women

and children are always present, they

making it their home, and all were

thrown by the impact into the river.

Twelve Chinese Saved.

With the utmost despatch, lifeboats

were thrown out and boats lowered

from the man-of-war and 12 of the

crew of the cargo boat were saved by

the quick action of the officers and

men of the U.S.S. ship. But for the

promptness and discipline displayed,

most probably would have been

swept away by the swift current run-

ning at the time.

The Harbour Master's launch hap-

pened to be in the vicinity and hasten-

ing to the scene picked up four sur-

vivors and artificial respiration was

performed with the result that all are

alive although it was necessary for

two to be despatched to hospital suf-

fering from shock. An eyewitness

said that the promptness of the man-

of-war's personnel and the Harbour

Master's staff was remarkable.

All Cargo Lost.

The cargo boat was fully loaded

and all cargo was lost, but before the

boat reached bottom the two parts

apparently were swept towards the

bank and they now lie in a position

not dangerous to navigation. Two

members of the crew are missing and

it is feared are drowned.

The U.S.S. Noa has a distinguished

record on the China station and it

was this vessel, then under the com-

mand of Lt.-Commander Smith, which

fired the shells over Socobay Hill at

Nanking in 1927 thus securing the

safety of those who were seeking pro-

tection in the houses on the hill. She

was also on the Whangpoo breasting

some two years ago suffering con-

siderable damage before being refit-

ted.

After effecting the rescue of the

crew of the cargo boat the Noa pro-

ceeded to sea but on the instructions

of the American naval authorities re-

turned to port owing to the necessity

for an immediate inquiry into the

cause of the accident.

Two Other Accidents.

Two other collisions also occurred

on the Whangpoo during the week-

end. The M. M. S. Porthos (French

Mail) was setting out on her voyage

to France on Saturday and soon after

leaving the China Merchants' Wharf

came into collision with the Japanese

str. Shunten Maru. The Porthos suf-

fered slight damage to her stem but

was able, a little later, to proceed on

her voyage with no appreciable delay.

The accident did not affect her sail-

ing programme. The Shunten Maru

also suffered slight damage but for-

tunately the blow was a glancing one.

Then the Japanese str. Matsui

Maru inward bound on Saturday

morning crashed into the I.C.S. S.

Pulmo which was moored at the Old

Ningpo Wharf. The damage sus-

tained was not considerable.

## PASSENGERS.

ARRIVED.

Per P. and O. s.s. Naldera from

Shanghai on April 12.—Misses Hen-

derson, Mr. K. Rowell, Mr. J. Hope,

Mr. L. Bullard, Mr. and Mrs. Allan,

Mrs. and Miss Bell, Mrs. Hamilton,

Miss D. King, Miss G. Irwin, Mrs.

A. Tait, Mrs. O. Scott, Mrs. A. Hutch-

ings, Mr. and Mrs. Kapadine, Mr.

and Mrs. Pedersen, Mr. H. Clark,

Mr. and Mrs. Gaudon, Mr. and Mrs.

Walt, Mrs. Daniel, Mrs. R. Burn-

ett, Miss A. Walters, Miss

E. Baker, Mr. and Mrs. Hill,

Miss Wagen, Mr. D. Fraser, Mr. W.

Harvey, Mr. H. Peterson, Mr. T.

Palasra, Mr. I. Otsuka, Mr. M. Wil-

liams, Mr. A. Mitchell, Mr. and Mrs.

Brand, Col. D. McIlkard, Lt. P.

Wilkinson, Miss Hutchins, Mr. Ling-

ard, Mr. P. Nyd, Mr. A. Wren, Mr.

R. Box, Mr. W. Watnough, Mr. and

Mrs. Thomson, Mr. and Mrs. Bove-

Smith, Mr. S. Baker, Mr. G. Arnold,

Mr. and Mrs. Cheng, Miss R. Wen,



**THE HONGKONG**  
PENINSULA HOTEL:  
HONGKONG HOTEL: REPULSE BAY HOTEL:  
PEAK HOTEL  
AND  
**SHANGHAI**  
ASTOR HOUSE: PALACE HOTEL:  
MAJESTIC HOTEL.  
**HOTELS**  
LIMITED.  
In association with the Grand Hotel  
Des Wagons Lits, Peking.

# HOTEL METROPOE

Central, Convenience, Com-  
fort, Good Meals & moderate  
rates.

HOTEL BOA VISTA, MACAO.  
Ideal Place for work only.



# KOWLOON HOTEL

KOWLOON.

Under the Personal Supervision and  
Attention of

Mr. & Mrs. H. J. WHITE.

Phone Nos.

Cables "KOWLOTEL."

K. 608 & K. 609.

Hongkong.

# PALACE HOTEL.

Tel. Kowloon No. 3.

Tel. Address: "PALACE."

UNDER ENTIRELY EUROPEAN MANAGEMENT.

A first class Residential and Tourist Hotel with all the conveniences  
of a Home.

Bar and three Billiard Tables; two in New Billiard Saloon.  
Moderate Terms: Families specially catered for.

Hotel newly renovated.

MRS. J. H. OXBERRY,  
Proprietress.

# EUROPE

Cables:—  
"EUROPE"  
Singapore.



# HOTEL

SINGAPORE

After dinner  
dancing every  
Tuesday, Thursday  
and Saturday.

# Grill

# THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

# RUNNYMEDE HOTEL LTD.—PENANG

(Incorporated in the Straits Settlements.)

LARGEST BALLROOM IN THE STRAITS.

Overlooking the Sea.

Hot and Cold Running Water.  
Highest Quality Catering.

Modern Sanitary System  
European Chef.

PRODUCTS DIRECT FROM LONDON MARKET.  
CABLES.—"RUNNYMEDE," WILLIAM HAROLD PERRY—Manager

# THE AGE OF MARRIAGE

# ARCHBISHOP DAVIDSON'S PLEA FOR FURTHER INQUIRY.

Archbishop Lord Davidson has  
written the following letter on the  
age of marriage in answer to a cor-  
respondent:

You tell me that active criticism  
has been raised with reference to  
my own action in the recent dis-  
cussions in the House of Lords on  
the Age of Marriage Bill.

It is hardly necessary for me to  
say that I am whole-heartedly in  
favour of raising the minimum age,  
and I am only disappointed that  
those who have promoted the mea-  
sure thought it necessary to limit  
the age to sixteen. I should have  
liked it to be higher.

My sole object in supporting the  
proposal for further inquiry (in-  
volving, it was said, the temporary  
postponement of final enactment)  
was to insure that before a final  
settlement is reached the matter  
should be fully discussed by men  
competent to go into the extremely  
important details about:

(1) The legal difference be-  
tween the consequences of "void"  
and "voidable;" and

(2) The relation of the mar-  
riage age to the age of consent.

The variety of the age enacted in  
the different countries shows alike  
the difficulty of the subject and the  
possibility (with perhaps allow-  
ance of exceptions under wise au-  
thority) of raising the age to a  
higher one than sixteen. It has  
been raised to seventeen and  
eighteen in many countries. My  
sense of the difficulty of the sub-  
ject and my hopes as to the pos-  
sibility of something better than  
Lord Buckmaster's Bill were my  
reasons for supporting the re-  
ference to a committee who can  
go into the matter technically. I  
do not, personally, believe that the  
reference to a committee will really  
delay the passage of the Bill, for  
I could not, I think, pass anyhow  
in these remaining weeks; and it  
is vital in my judgment that this  
change, which we all advocate,  
should be made with the utmost  
care, for we cannot be tinkering at  
the matter as the years pass.

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Hongkong.

# PRESENTATION TO DR. G. MONTAGUE HARSTON.



Group taken on Wednesday at the Tung Wah Hospital when Dr. G. Montague Harston  
was presented with a cheque in appreciation of his 20 years' gratuitous service as eye  
specialist consultant. (Photo: Mee Cheung).

# TROTSKY RUDELY SHOCKED.

UPSET BY GERMAN REFUSAL  
OF RESIDENCE.

# WRITING LIFE STORY.

Constantinople, Apr. 12.

Outcast from Russia, the news  
of the German Government's re-  
fusal to allow him to reside in  
Germany, has come as a rude  
shock to M. Trotsky, who, presum-  
ably will now remain in Turkey.

Trotsky's hopes had been buoy-  
ed up by the efforts of many  
highly-placed sympathisers in Ger-  
many to secure his admission to  
Germany, but he had not count-  
ed on a further factor, the inter-  
vention of the Soviet Government.

Apparently, he has been un-  
aware until now that the Soviet  
Government recently informed the  
German Government that Trotsky's  
presence in Germany would not be  
favourably received by them.

During his stay in Const-  
antinople, Trotsky has been busy  
writing his autobiography, which  
it is learned, will be published  
in certain German and American  
periodicals.

Reuter obtained an interview  
with Trotsky recently, the re-  
presentative being surprised to dis-  
cover that he had shaved his  
moustache and Imperial, present-  
ing an appearance quite different  
from his photographs.—Reuter.

# TO-DAY'S RACING.

# "RINGTAILS" FANCIES FOR THIS AFTERNOON.

Although some of the fields will  
be on the small side this after-  
noon, the sport provided should  
nevertheless be up to a high  
standard on account of the  
equality of the competitors.

There are nine events on the  
programme the first of which will  
commence at 2.15 p.m. My selec-  
tions are:

# 1st Race.

- 1 Sunshine.
- 2 The Ptarmigan.
- 3 Duke of Normandy.

# 2nd Race.

- 1 Thunderbolt.
- 2 Monk.
- 3 Noukhail.

# 3rd Race.

- 1 Stanton's Elect.
- 2 Sunning.
- 3 Chow Tze Loi.

# 4th Race.

- 1 Winsome Stag.
- 2 Christmas Chimes.
- 3 Chesapeake Bay.

# 5th Race.

- 1 Heards Elect.
- 2 Pickle.
- 3 Town Hall.

# 6th Race.

- 1 Heards Elect.
- 2 Buster.
- 3 Imperial Hall.

# 7th Race.

- 1 Rummy.
- 2 Alderly.
- 3 Half Pint.

# 8th Race.

- 1 Heards Elect.
- 2 Pickle or City Hall.
- 3 Young Pretender.

# 9th Race.

- 1 Stanton's Elect.
- 2 King's Fallock.
- 3 Doubtful.

# "SOUTHERN CROSS" AIRMEN.

WORK OF RESCUE REGARDED  
AS FORMIDABLE.

# NEAR GLENELG RIVER.

Sydney, Apr. 12.

Though nearly a fortnight's  
anxious search of the arid bush and  
the sandy wastes of the northern  
area of West Australia has resulted  
in the location of the "Southern  
Cross" there still remains the for-  
midable task of rescuing Captain  
Kingsford Smith and his three com-  
panions.

They are near the Glenelg River,  
not far from the sea to the west  
of Wyndham, which, 2,000 miles  
from Sydney, was to have been  
their first stop on their proposed  
flight to England.

The stranded quartette will pro-  
bably be reached by taking a launch  
up the river as far as Glenelg Point,  
which is approximately ten miles  
from the "Southern Cross."

The aeroplane "Canberra,"  
which discovered the crew of the  
"Southern Cross," wirelesses that  
their position was thirty miles  
south of Port George Mission, on a  
mud-flat. A fresh water creek  
was near them.

The streets of Sydney were  
crowded at lunch time by people  
eager for further news of the  
"Southern Cross," rejoicing at the  
safety of the airmen, who are  
popular idols.

There is still no news of the  
airmen Keith Anderson and Hitch-  
cock, who engaged in the search.

A Melbourne message says two  
Australian Air Force aeroplanes  
have left for Alice Springs to  
search for Anderson and Hitch-  
cock.—Reuter.

# DIED INTESATE.

# SUMS IN HANDS OF OFFICIAL ADMINISTRATOR.

It is notified in the Gazette that  
the amounts detailed below, being  
balances of intestate estates, are  
in the hands of the Official Ad-  
ministrator.

If no claim is received by the  
Official Administrator, and proved  
to his satisfaction, within a period  
of five years from the date of this  
notice, the funds remaining from  
the estate of such person will be  
transferred to the revenue of this  
Colony, subject to the provisions  
of the Unclaimed Balances Or-  
dinances:

May Tun Nai, died about July,  
1926, \$141.11.

Mary Jane Durrance, died 28th  
August, 1926, \$678.59.

James Wilson, died 31st October,  
1927, \$336.69.

Frederick William Jones, died  
6th May, 1928, \$2,666.44.

# DUKE OF CONNAUGHT.

# 25 YEARS AS COLONEL OF GRENADEER GUARDS.

London, Apr. 12.

Field-Marshal the Duke of Con-  
naught completes this year twenty-  
five years as Colonel of the  
Grenadier Guards.

To mark this anniversary, His  
Royal Highness, who is Senior  
Colonel of the Brigade of  
Guards and Senior Field-Marshal  
in the Army, will hold an inspec-  
tion of the Grenadier Guards on  
the Horse Guards Parade on May  
16th.

All three Battalions of the  
Regiment will take part in the  
ceremony, the Third Battalion  
(which is stationed at Aldershot)  
parading with the First and  
Second Battalions which are  
stationed in London.—British  
Wireless.

# JAPAN'S GOLD BAN ATTITUDE.

FINANCE MINISTER'S SPEECH  
TO BANKERS.

# YEN EXCHANGE VALUE

Tokyo, Apr. 12.

The recent agitation in financial  
circles for the removal of the gold  
ban was commented upon by Mr.  
Mitsuchi, the Finance Minister,  
to-day in the course of an address  
to a gathering of leading bankers  
and financiers.

While the Government recognis-  
ed the desirability of lifting the  
gold ban at the earliest oppor-  
tunity, said Mr. Mitsuchi, the  
Government's policy with regard  
thereto had undergone no change  
as they considered that conditions  
in Japan were not yet sufficiently  
stabilised to warrant such action.

Outlining the progress of the  
readjustment since the financial  
panic of 1927, the Finance Minis-  
ter expressed satisfaction that the  
position of the banks had almost  
been restored to normal.

Though the yen exchange rate  
was down, the Minister expressed  
confidence that an improvement  
is in sight, and gave his opinion  
that the Japanese capital which is  
flowing abroad for investment  
would ultimately act as a funda-  
mental factor in restoring the  
value of the yen, while the settle-  
ment of the Asian Incident  
should assist in the same way by  
effecting an improvement in ex-  
change.

Mr. Hijioka, the President of  
the Bank of Japan, who also ad-  
dressed the gathering, urged the  
bankers to do everything possible  
to bring about the necessary con-  
ditions to enable the gold ban to  
be removed at the earliest pos-  
sible date.—Reuter.

# PRIVATE MOTOR CHAUFFEUR.

# FINED THIS MORNING FOR FOR TOUTING.

At the instance of Sergeant  
McLeod, a chauffeur employed by  
the owner of private car No. 3,  
was charged before Major C. Wil-  
son to-day with toutting.

In evidence, Sergeant McLeod  
said the offence occurred  
in Des Voeux Road Central, out-  
side Lane, Crawford's store.

He saw defendant alight from  
the car and go over to a European,  
returning subsequently with the  
latter and holding open the door  
for him to enter. Upon seeing  
witness, however, he ran across to  
the pavement and unsuccessfully  
endeavoured to get away.

Defendant denied the charge,  
stating that it was his uncle's car  
that he was driving. He was  
convicted, and fined \$25.

# LLOYD GEORGE ON THE WARPATH.

# TWITS OPPOSITION ON "DUD AMMUNITION."

London, Apr. 12.

"The Tories and Socialists must  
crap their dud ammunition about  
'dunition,' declared Mr. Lloyd  
George, after referring to Earl  
Grey's speech of Tuesday, in  
addressing a mass demonstration  
of Liberals at the Free Trade Hall,  
Manchester, whence the speech  
was relayed by wireless to 23  
owns, to accomplish which 1,500  
miles of telephone were retained.  
It is estimated that there were  
100,000 listeners, this being the  
greatest political audience ever  
addressed by a single speaker in  
England.—Reuter.

# GRETA GARBO



THE great star  
and director  
of "The Temptress"  
now bring to the  
screen another  
flaming romance!

Against a thrill-  
ing background  
of international in-  
trigue, Greta Garbo  
makes a glamorous  
figure as the beauti-  
ful snarer of men  
who is trapped her-  
self by love!

Based on the  
novel "War  
in the Dark"  
by Ludwig  
Wolff!

# The Mysterious LADY

With

CONRAD NAGEL, EDWARD CONNELLY

AT THE  
**QUEEN'S** FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.15 & 9.20.

# CECIL B. DE MILLE'S SUPERB DRAMATIC PRODUCTION

THE

# KING OF KINGS

A Film That Reverently Carries The Spirit  
Of True Christianity, Of Pity, Of Charity,  
Of Hope And Of Faith—The Promise Of  
The Future!

# THE SUPREME ACHIEVEMENT OF THE NEW ART

AT THE  
**WORLD** TO-DAY and TO-MORROW  
At 2.30, 6.30 & 9.20

# GEORGE K. ARTHUR KARL DANE

in the great laugh riot

# CIRCUS ROOKIES

Also

# CHARLIE CHAPLIN in "A DOG'S LIFE"

AT THE  
**STAR** TO-DAY AND TO-MORROW  
At 2.30 and 5.30

9.15—THE ENGLISH COMEDY COMPANY—9.15